

VOL. IX. NO. 2.

FEBRUARY, 1891.

Members of the
DULUTH CLEARING HOUSE ASSOCIATION.

| | CAPITAL. | SURPLUS. |
|----------------------------|-------------|-----------|
| First National Bank, | \$1,000,000 | \$150,000 |
| Marine National Bank, | 250,000 | 8,000 |
| National Bank of Commerce, | 100,000 | 8,000 |
| Security Bank, - - | 100,000 | 8,000 |
| State Bank, - - | 100,000 | 25,000 |
| American Exchange Bank, | \$325,000 | \$250,000 |

THE ILLUSTRATED MONTHLY

NORTHWEST

MAGAZINE

DEVOTED TO

WESTERN INTERESTS

AND

PROGRESS.

ST. PAUL, MINN.

E.V. SMALLER Editor & Publisher

Price. 20 Cents.

Great Falls has Water, Water Power, Coal, Iron, Gold, Silver, Copper and Lead Ores,
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Land is still cheap and I have bargains. Write me. **T. GAHAGAN,**

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The Automatic Freight Brake is essentially the same apparatus as the Automatic Brake for passenger cars, except that the various parts are so combined as to form practically one piece of mechanism, and is sold at a very low price. The saving in accidents, flat wheels, brakemen's wages, and the increased speed possible with perfect safety, will repay the cost of its application within a very short time.

The Westinghouse Automatic Brake is now in use on 30,000 engines and 240,000 cars. This includes 140,000 freight cars, which is about 15 per cent. of the entire freight car equipment of the country. Orders have been received for 80,000 of the improved quick action brakes since December, 1887.

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Successors to

DUNHAM MANUFACTURING CO.,

Incorporated 1886.

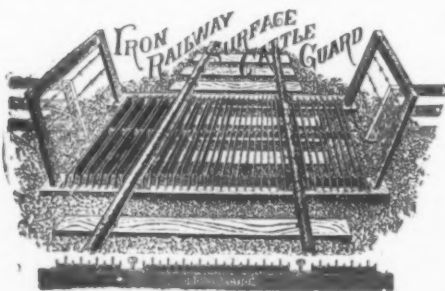
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MANUFACTURERS OF

Double Crimped Mining Cloths,

From Brass, Copper, Steel and Iron Wire.

Office Railings, Wire Guards and Wire Work of every
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Freight Cars of all Classes.

Car Wheels and Castings.

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Sole Licensed Makers of

Blizzard Engine Lamp. Utility Tail Lamp. Spring Bottom Switch Lamp.

SELF-SUPPORTING STEEL-GUARD LANTERNS.

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BOSTON, 32 Mason Building.

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WILL R. WHITE.

GEO. W. H. WHITE.

Confidence has been restored. The Winter of discontent has disappeared.

The sunshine of progress is warming the blood of the Nation.

The song of prosperity is heard in the air. The Pacific Northwest is herself again.

Therefore, be it made known to all the inhabitants of the earth that on the 20th day of January, 1891,

White Brothers' Addition to South Kirkland was put on the Market.

Whole Blocks at \$100 per Lot. Single Lots, \$125 each.

WHO HAS NOT HEARD OF KIRKLAND?

KIRKLAND is where Mechanics rejoice.
KIRKLAND is where Merchants smile.
KIRKLAND is where there is work for all.
KIRKLAND is where comfort abounds.
KIRKLAND is where the Great Iron Works are.
KIRKLAND is where \$100,000 is now being spent.
KIRKLAND is where great trip-hammers are to fall.
KIRKLAND is the home of a \$3,000,000 corporation.
KIRKLAND is where the great Blast Furnace is being erected.
KIRKLAND will soon contain 275 tons of machinery.
KIRKLAND is headquarters for Iron, Coal, Steel and Minerals.
KIRKLAND is the seat of the great Rolling Mills.
KIRKLAND will be the great railroad center in Washington.
KIRKLAND is the gateway to the wealth of the Cascades.
KIRKLAND is in the heart of the greatest limestone ledge on the Coast.

KIRKLAND is the great Coke market of the Northwest.
KIRKLAND will manufacture Iron at half its cost when brought from the East.
KIRKLAND will ship Iron, Coal and Steel to Japan and China.
KIRKLAND will give employment to thousands of laborers.
KIRKLAND is the Lackawana of Coal.
KIRKLAND is the Pittsburg of Iron.
KIRKLAND is the Braddock of Steel.
KIRKLAND is the Manchester of Machinery.
KIRKLAND is the place to live, the place to make money and the place of happiness.
Wherever labor is employed there is wealth.
Wherever there is wealth there is comfort.
Wherever there is comfort you will find a paradise on earth.
Wherever mechanics can be happy, other folks can be the same.

At no other point on the Pacific Coast can so much comfort be assured the mechanics as at Kirkland. A community that takes care of the laboring men can always be trusted. It is a safe place in which to invest your money—a safe place in which to rear a family.
As fast as Kirkland's great trip-hammer falls property will rise in value.
Numberless trip-hammers will soon be falling in Kirkland.
Every class of tradesman will prosper when the music of the trip-hammer is heard. Peace and comfort are assured to all the workingmen of Kirkland.
Where laboring men are comfortable, mechanics wear a broad grin.
A lovely spot is Kirkland; who does not want to reside in such a community—a veritable paradise only a few minutes from the heart of Seattle.
Make your home there. Live among a busy people. Buy lot in Kirkland and you will have a first investment.

Property in Kirkland will always pay, whether you build on it or not.

HARRY WHITE & COMPANY will please you in location, price and time.

BUY NOW. DON'T WAIT. Now is the time to do right. It is never wrong to do right. Do right by yourself, by your family and the country of your adoption.

Buy a lot at \$100 to \$125 each, and thus secure an interest in the Pittsburg of the new Northwest.

**Occidental Block,
SEATTLE, WASHINGTON.**

HARRY WHITE & CO.

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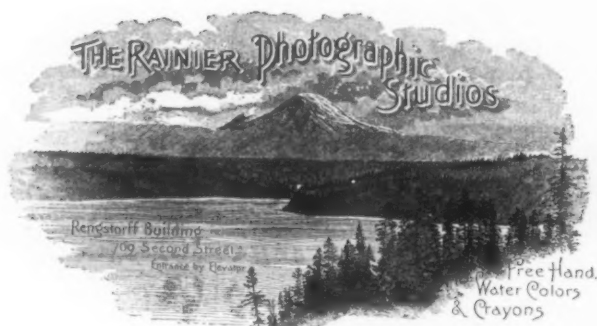
The fastest growing and most prosperous city in the Union, and the most remarkable and promising city the world has ever known.

Population in 1880, 3,533; 1890, 45,953; 1900, 200,000.

Many have amassed fortunes here by their investments, and many more will do likewise.

We can safely invest your money in desirable realty that is sure to yield you large returns, or loan it on first-class mortgage securities that will net you a much higher rate of interest than you can obtain in the East.

Write for "ASTONISHING FACTS."



SEATTLE, WASH.

These cuts represents the interior and exterior of the music house of O. E. Pettis & Co., which in every sense of the word is a credit to a city of twice the size of Seattle. Mr. Pettis enjoys a reputation for strict integrity, and can refer to a number of Seattle's solidest citizens as "backers." He has the best stock of Musical Instruments north of San Francisco, and altogether the finest establishment of the kind in the Northwest. Having been twenty years in the music trade, and being perfectly reliable in all its dealings, purchasers can place "open" orders with this house with full confidence, and feel assured that the selections will be as good or better than if made personally. The reader will notice in the cut the splendid line of goods handled—well-known makers only being represented. The names of such piano makers as Weber, Emerson and Everett, and Estey and Story & Clark in organs, appear.

Sheet music and musical merchandise.
Call or write for prices and terms.



AMERICAN BUILDING & LOAN ASSOCIATION, Minneapolis, Minn.



STATEMENT OF ASSETS AND LIABILITIES.

Statement of Assets and Liabilities, January 1, 1890.
American Building and Loan Association,
MINNEAPOLIS, MINNESOTA.

| <i>ASSETS.</i> | |
|--|-----------------------|
| Cash on hand in Bank and Local Depositories..... | \$ 160,038 83 |
| Bonds and Mortgages (premiums and cash)..... | 2,061,095 50 |
| Loaned on Stock..... | 586.29 |
| Accrued Interest..... | 7,942.77 |
| Accrued Premiums..... | 10,462.85 |
| | <u>\$2,240,126.24</u> |
| <i>LIABILITIES.</i> | |
| LOAN FUND. | |
| Paid Up Stock..... | \$ 257,768 00 |
| Installment Stock..... | 800,286 13 |
| Advanced Payments..... | 31,228.97 |
| | <u>\$1,089,283.10</u> |
| Less: Withdrawals..... | 9,769 81 |
| | <u>\$1,079,513.29</u> |
| Premiums..... | 1,035,043 91 |
| Surplus..... | 125,569 04 |
| | <u>\$2,240,126.24</u> |
| Surplus..... | \$ 125,569.04 |
| Dividends on Paid up Stocks..... | 2,075.04 |
| Total Profits from commencement of Association to January 1, 1890..... | \$ 127,644.08 |

T. E. BISHOP, Secretary.

Statement of Assets and Liabilities, January 1, 1891.
American Building and Loan Association.
MINNEAPOLIS, MINNESOTA.

| <i>ASSETS.</i> | |
|--|-----------------------|
| Cash on hand in Banks and Local Depositories..... | \$ 142,060.73 |
| Bonds and Mortgages (premiums and cash)..... | 2,740,684.22 |
| Loaned on Stock..... | 78,183.41 |
| Accrued Interest..... | 28,733.75 |
| Accrued Premium..... | 38,137.01 |
| | <u>\$3,027,799.12</u> |
| <i>LIABILITIES.</i> | |
| Installment Stock..... | \$1,081,098 12 |
| Advance Payments..... | 47,613.77 |
| Full Paid Stock..... | 222,973.00 |
| | <u>\$1,351,684.89</u> |
| Premiums..... | 1,360,468.40 |
| Surplus..... | 315,645.83 |
| | <u>\$3,027,799.12</u> |
| Surplus..... | \$ 315,645.83 |
| Dividends on Full Paid Stock..... | 14,796 46 |
| Total Profits from commencement of Association to January 1, 1891..... | \$ 330,442.29 |

T. E. BISHOP, Secretary.

Our Paid Up Stock is better than a Savings Bank.

OFFICERS:

JAS. H. BISHOP, President.

THOS. E. BISHOP, Secretary.

C. WRIGHT DAVISON, Treasurer.

Write for Circulars. Apply for Agency.

ANACORTES---The Terminality of Puget Sound.

ANACORTES! The word has grown famous within a year, and the city it designates, although but twelve months old, has come to be looked upon in commercial circles as the future metropolis of the Pacific Coast.

The phenomenal growth of the State of Washington, since she assumed her position among the stars on the Union Flag, is already matter of history—nay, the growth has been so rapid, development so extensive, and progress is still continuing with such rapid strides, that the writer has not, cannot keep up the pace, and the miraculous growth and development of this far Northwestern State has yet to be recorded, and never can be in the detail it deserves.

The national wealth of the State is practically unlimited; it cannot be overestimated. Its geographical characteristics, its climate, its mineral wealth, its inexhaustible forests, its rich agricultural lands, and every conceivable condition required to form a great commercial country, all of which it possesses, must force it to become in a very short time, a commercial empire in itself.

But all this has been written and re-written in the leading periodicals of the country, as this region has been opened up by railways and by steamers plying on the waters of the wonderful Puget Sound, and so in this article we shall confine ourselves to that portion of the Puget Sound region—which is at once the most prolific in resources and the most commanding in position to offer a site for the future great city which must arise as the distributing point and commercial center of this vast and wealthy State—Skagit County, of which Fidalgo Island is a part, on which is situated the city of Anacortes.

AGRICULTURE OF SKAGIT COUNTY.

In the last official report of the State, Skagit County is placed at the head in agriculture. This is due to the increased cultivation of the fertile lands of the Skagit River Valley, and the Swinomish Flats, which extends from south of the Skagit River delta to the head of Badilla Bay on the north, and for miles inland. This large belt of alluvial delta lands is as rich as the famous flats of Holland, and the crops raised are enormous. In the county are raised oats, barley, wheat, hops, timothy, potatoes, roots and vegetables of all descriptions. All kinds of wild fruit are indigenous to the soil—the huckleberry, blue, black and red thimbleberry, blueberry, bearberry and black cranberry abound everywhere. Cultivated fruits grow to absolute perfection, and the yield is immense every year. Apples, pears, plums, cherries, prunes, strawberries, currants, in all varieties are grown.

MINERAL WEALTH.

In no other country or section of the globe can there be found such prolific deposits of all the useful minerals as in the Skagit Valley and its tributary region. Coal and iron in unlimited quantities, lead and silver mines as rich as the *Cœur d'Alenes*; whole mountains of limestone and marble, graphite and asbestos of finest qualities and great quantity, and by experts it is stated that it is only a question of expenditure for operations, whether coal oil and natural gas shall be added to the list.

IRON DEPOSITS.

Considerable work has been done in the new iron mines of this district and some idea of their extent may be realized from the fact that 500 claims have been taken up. The ledges are from 12 to 150 feet, extend a distance of 1,300 feet, and are found as high as 3,000 feet above the level of the river. Analysis of ore has been had in the East and in England and they give metallic iron as high as 5½ per cent. An analysis by State Geologist Bethune of Tacoma gives metallic iron as high as 61.30 per cent., manganese 3.30, and of sulphur only .07. Recently, ores containing a very high per cent. of manganese have been discovered. It is an iron of rich, black color, strong polarity and even fracture and much superior to the ores of the Lake Superior district, which occur in the same geological formation, and it is an ore of great strength and fluidity, can be cheaply reduced to pig, and is adapted to all purposes for the manufacture of every description of finished iron for foundry purposes and the manufacture of steel rails, plates and steel products.

HARD AND SOFT COAL.

All through the Skagit Valley mineral region are found vast beds of coal underlying the surface, and these rich mines are now being opened up, as the completion of three railways through the county during the past year has stimulated both prospectors and capitalists. Indeed development in all lines is in its infancy and the future that is opening up for this region is one of unparalleled industry and wealth. The coal formations of this region are of finer quality and more extensive than of any other section of the State. The Cumberland Coal Mines and the Blue Canyon Coal Mines are the finest bituminous coal deposits on the Pacific Coast. The Blue Canyon mines are situated at the foot of Lake Whatcom, have just been opened up, and a railway is now building to allow of shipment to Anacortes, which will be the company's headquarters for distribution. Two mines of anthracite coal have lately been discovered, and are now being opened up. This proximity of iron and coal means the smelting and manufacture of iron and steel in large quantities in the near future. Already companies are formed and plans under way for this industry.

LIMESTONE AND MARBLE.

The limestone formations exist in considerable quantities and in crystalline form, very strong and pure. The ledges rise in some places as high as 600 feet. Frequently these ledges exist as marble of fine grain and in various colors—black, brown and occasionally streaked and white.

LEAD AND SILVER.

Since the recent sale of the Boston Mines, by J. F. Wardner, to a syndicate of Helena capitalists for \$150,000, considerable work has been done in them, and it shows that the ore is fully as rich as that of the famous *Cœur d'Alene* mines. Work will not only be pushed in these mines as soon as Spring opens, but also in other silver mines of the Skagit region.

ASBESTOS AND GRAPHITE.

The asbestos mines of the Skagit produce the very best quality of the fire-proof substance, and large quantities have already been shipped to the East. It will not be long before articles for which it is indispensable will be manufactured in Anacortes. The graphite forms in this region is of very good quality and has been shipped to mineral paint manufactories at different points. The demand is increasing and it will soon become imperative that, to save expense, articles in which it is used be manufactured near the mines.

IMMENSE TIMBER LANDS.

To within a year ago logging in the Skagit Valley has been confined to a narrow strip along the rivers, but with the advent of railways this is changing, and the field being so near the entrance to the Sound, and consequently more convenient for shipment, the lumber trade is fast increasing. The timber growth of the Skagit is something marvelous. Along the streams and bays tributary to

Anacortes there are 2,000,000 acres of the finest timber land in the world. At the low average of 45,000 feet per acre this means not less than 100,000,000,000 feet of finest lumber within easy reach of Anacortes—an almost inexhaustible supply. Foreign shipments will naturally be made from the nearest point to the open ocean that has a good harbor, and on Puget Sound Anacortes is that point. The timber of the region is the famous Washington fir and cedar, alder, maple, ash and cottonwood.

MUST MEET AT TIDEWATER.

To utilize all this natural wealth, there must be a meeting place for manufacture and from which shipment can be made in all directions economically and quickly. All the products of this region must meet at tidewater, and the point must be a commanding one. That point is Anacortes, or Fidalgo Island.

FIDALGO ISLAND.

Fidalgo Island is situated at the geographical and nautical center of the three seas, Fuca, Puget and Georgia. It holds the key to these three seas. For business purposes this island is no island at all. It is practically part of the main land, as the tide river behind it, like Harlem River behind Manhattan Island at New York city, is no impediment to the construction of railroads. When we consider that while Fidalgo Island is practically a peninsula, extending out from the eastern mainland so far into the waters of the Pacific that its western shore is as far west as Port Townsend, a place which is situated on the west side of Puget Sound, the great commercial advantages of Fidalgo may be readily understood. This natural meeting place of car and ship has been especially designed by Nature for the principal city of the North Pacific seaboard, and one of the principal cities of the world. All this has for years been recognized by the leading railroad builders of the country, from Gov. Stevens, Jay Cooke, Henry Villard, to "Jim" Hill and Jay Gould. The Northern Pacific has quietly stolen a march on its transcontinental rivals and is now running trains on to the Island, into Anacortes, which is thus its second terminus, and will shortly be connected by a more direct route. The Canadian Pacific has practically reached the goal and will be running trains into Anacortes this month. The Great Northern and the Union Pacific are racing with one another to get in.

THE CITY OF ANACORTES.

Anacortes is situated at the north end of Fidalgo Island, Skagit County, not far from the Straits of San de Fuca. The townsite is surrounded on three sides by water; to the east by Fidalgo Bay, directly in front to the north being Ship Harbor, which is one of the finest harbors of the Sound, and to the west by Burrows Bay. This site is at the point selected by Jay Cooke years ago as a terminus for his proposed transcontinental railway, and now, by the completion of the Seattle & Northern, is indeed in direct railway communication with the Atlantic seaboard.

A BIT OF HISTORY.

When in January, 1890, the Northern Railway Company announced that Anacortes would be the terminus of its short line from Spokane Falls to the Sound, property on Ship Harbor went up like a flash, and people began to flock in from all points. Inside of three months there was a population of more than 2,000 people on the ground, and clearing and building was going on at a remarkably rapid rate. The Oregon Improvement Company and the McNaught Land & Investment Company acquired large interests, and they, too, began to carry on extensive business operations; merchants and artisans of all descriptions moved in, and the city of Anacortes became a fact. Although the excitable, unstable, unhealthy, floating element, which is always attracted to a new town, gradually dropped out, their going was not deplored, and the actual growth in population has been rapid and steady ever since. At present there are about 3,000 people in the city.

LIVELY BUILDING OPERATIONS.

The completion of the Seattle & Northern into Anacortes, over which the first through train of the Northern Pacific was run on November 25, has given building an added activity, and at present there are several large brick structures being added to those already completed and occupied, besides scores of frame buildings now being put up. Nearly a million dollars has already been put into business buildings alone to say nothing of the hundreds of residences, miles on miles of street paving and water mains.

ALONG THE WATER FRONT.

Along the water front building operations have been very extensive, and among the docks are the following: Oregon Improvement Company, ocean dock and warehouses, cost \$30,000; McNaught Land & Investment Company, dock and warehouse, cost \$25,000; the Oregon Improvement Company's lower dock and warehouse, \$25,000; Northern Pacific dock and warehouses, \$10,000. Then there is the depot of the Seattle & Northern at Tenth and N streets, the Northern Pacific depot at the foot of I Avenue, and the terminal depot and warehouses of the Seattle & Northern at their transfer dock.

THE MANUFACTORIES ALREADY IN.

Among the manufactories at Anacortes are: Anacortes machine shop and foundry, Bowman's sawmill, Skagit Mill Company, capacity 30,000 feet a day; Bailey & Ufus, planing mill, sash and door factory, on Fidalgo Bay; E. D. Buckler's large packing house, Fischer & Hohenstein's brewery, John See's brickyard, on the Nelson property; Fidalgo Island Tile & Brick Company's yard, on the Beebe place, Fidalgo Bay. There is a prospect of many other manufactories in the near future, as other companies are now being formed.

SHIP HARBOR.

When the town of Anacortes was platted, it was known that the Northern Pacific was building toward that point and that the other roads would follow suit, and the most valuable property on Ship Harbor was held off of the market, awaiting the time when the city should be in reality a railroad terminus. The land lies directly back from Ship Harbor proper, rising in a gradual slope from the water front. It must eventually become the business center of the city, because of its location just back of where shipping must congregate. On its water front are situated the depots, terminal grounds and docks of the Northern Pacific Railroad, the Seattle & Northern Railroad, the McNaught Land & Investment Co., and the Oregon Improvement Co. Three corporations have recently joined hands in the building up of the city and to forward this end have just placed on the market this valuable property, which is known as the Northern Pacific Addition, and too, are offering it at very low rates and on liberal terms.

With all this wealth of capital at her back—men and corporations representing millions of dollars—and with her remarkably commanding position and with the diversified resources of the region tributary to her, the prospects for the future of Anacortes are brighter than those of any other city of Puget Sound or the Pacific Coast.

THE NORTHWEST

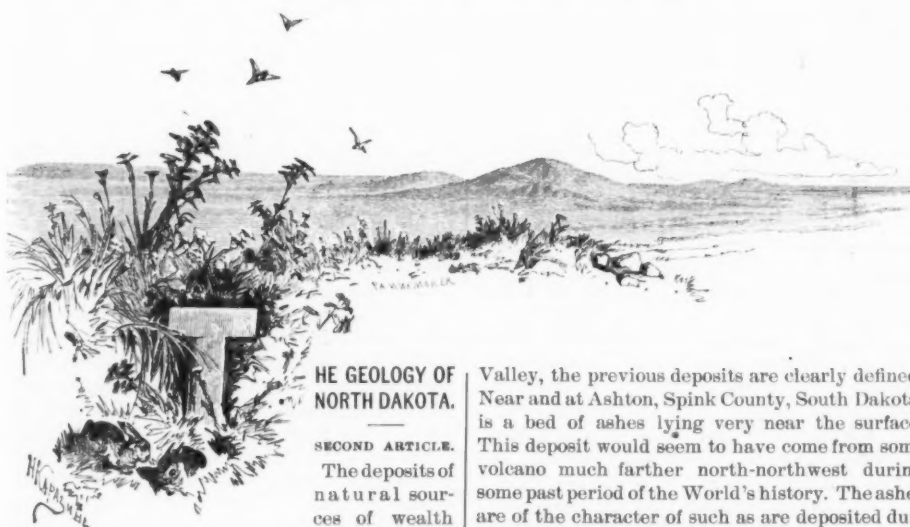
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ST. PAUL, FEBRUARY, 1891.

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THE GEOLOGY OF NORTH DAKOTA.

SECOND ARTICLE.

The deposits of natural sources of wealth through the

western half of North Dakota will prove to be quite large when they shall have finally been discovered. My last letter just touched upon the fact that there are deposits of isinglass near Mandan. The writer of this article has a number of specimens in his possession which he picked up on the previously mentioned trip. They are in small pieces and so far have not been found in numerous quantities. Whether it will ever be found in sufficient quantities to pay working is an open question as yet. The probability is however in favor of there being a considerable deposit. The formation and character of the hills would indicate that isinglass is distributed over a considerable area in this State.

Evidences of glacial action and other great efforts of nature abound in every locality. What is known as the top shale or deposit of slaty matter extends as far south as Edgely in LaMoure County and going west it deflects to the south for a distance and then bends to north again. This shale varies in depth in different localities. It is of a broken character and causes the flat and silty taste so noticeable in the water drawn from many wells. The outcroppings of this shale are plainly marked at Edgely and bits of the terminal extent or southern limit are easily discovered. For some time there has been much discussion as to the southern limit of the termini of this deposit and it is only during the last Summer it was definitely located. South of this termini, passing south through the James River

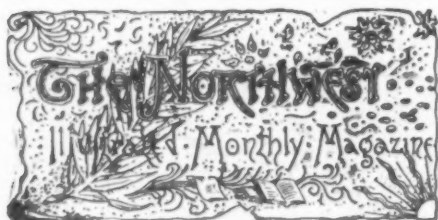
Valley, the previous deposits are clearly defined. Near and at Ashton, Spink County, South Dakota, is a bed of ashes lying very near the surface. This deposit would seem to have come from some volcano much farther north-northwest during some past period of the World's history. The ashes are of the character of such as are deposited during a state of active eruption. After cutting off the top soil, being the black loam, in attempting to cut the deposit of ashes it is difficult to penetrate them, but when once penetrated they throw out like loose powdery matter. Travelling north again the subsequent deposits are met with, and here it might be well to note the fact that some of the theories advanced by certain geologists in regard to the order and succession of natural events or geological periods will need considerable revision and amendment before becoming approximately correct. That what is now known as the two Dakotas and much more of this Western country was once a sea bed admits of no question, and indeed is not questioned by any one having even a very superficial knowledge of science. But the order and succession of events are not in entire harmony with the promulgated programme of the greater number of scientist and pseudo-scientists who have heretofore written on this section of the country. It would not, however, be proper at this time to enter upon the discussion of scientific theories or attempt to point out wherein accepted theories may be at fault. Such matters may be properly left for future consideration if it shall please the editor of this magazine to publish them.

The deposits of sand show in many places that they have in many cases been subjected to the modifying influences of intense heat. These are of the coarser varieties, and do not when used for plastering purposes make a nice smooth wall. The finer varieties are what might be called the water-soaked sand. This is so called for the

reason that water was the last great natural agent that disturbed it. That which shows the influence of heat has two or more of the original particles combined in one; consequently its coarseness and poor quality. Comparatively few fossil remains have been found or will be found in either of the Dakotas except marine fossils. In the point of geological time, this portion of the earth is comparatively young. Farther east and farther west land appeared long prior to the time that that portion under consideration came to be elevated above the waters or the waters had subsided. The area of land above the waters and the continental outlines as well as the location of continents themselves have undergone many changes. Yet when what is now the Eastern part of the United States and a large portion of the Western mountain region had become permanently dry land the section now under consideration was yet at the bottom of the sea. In digging wells and making other excavations the remains of many plants of the lower orders are found where they have been overwhelmed either by the deposit of volcanic vomit or the rush of mud and water from the north-northwest. Some of these plants are yet almost perfectly preserved in their original form. Bits of what is called cannel coal is frequently met with in excavating.

That portion of North and South Dakota lying east of the Missouri River is made up principally of what is known as the northern portion of the Great Plains. This is the great wheat belt and raises the celebrated No. 1 Hard wheat, except in years of extreme drought or exceptionally early frosts. On this plain in North Dakota glacial action is plainly and unmistakably marked and the mere novice would have no difficulty in following its tracings. Absolute proof of a flood of short duration is almost everywhere apparent. That the last visitation was from an overflow of waters instead of a submergence of the land is easily proved beyond question. It is interesting to ramble over the country and note the geological features that may be readily discovered, and it becomes doubly so when we become painstaking and make a more thorough examination. While nature has not been as generous in providing the Dakotas with great and mighty forests or laughing waterfalls yet it presents to the student and even to the pleasure seeker much that has the tendency to interest and even charm. If we are in sympathy with nature and desire to commune with it, we will find that the Creator of All Things has provided generously for us wherever we go.

A. T. COLE.



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E. V. SMALLEY, - EDITOR AND PUBLISHER.

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THE NORTHWEST MAGAZINE,
ST. PAUL, MINN.

ST. PAUL, FEBRUARY, 1891.

WISE IRRIGATION LAWS.

The solution of the irrigation question is not to be found in either the General Government or the State taking control of the reclamation of the arid lands, or going into the business of digging irrigation canals. Neither is it to be found in the proposed plan to give every alternate section of land to the corporation or individual who will reclaim the other section. The construction of irrigating canals needs no encouragement either from the Government or the State, for it is progressing much faster than the settlement of the watered lands. It is the settlement of the lands which needs encouragement rather than the construction of canals.

The question at issue then is: Shall the Legislature encourage the building of irrigating works by corporations only, or shall it also place the power in the hands of those who till the soil to organize and build their own works and issue bonds in certain districts to pay for them? It seems to us that sound public policy dictates that we should take the position that the water should belong to the people; that is to say, to the farmers who till the soil; that the waters should become an easement to the land and there should never be any separate ownership of water from the land.

Corporate ownership of water for irrigation and for municipal water works has become the curse of California and it is becoming the stumbling block of Colorado. Within a few years thirty irrigation corporations have sprung up in Montana, many of which now own and operate quite extensive systems of irrigation works; but there is not one large irrigating canal owned by the farmers who own the land and till the soil. Does it not seem strange that States, counties, cities and school districts may issue bonds to build improvements, but the owners of the land, the tillers of the soil, have no way by which they

may organize as a community or municipality, issue bonds and build irrigation works, and yet the water is the blood of their agricultural life. They must wait till some corporation comes along, lays claim to the water supply and the reservoir sites, and builds the canal and forever thereafter holds the farmer as a dependency of the irrigation company. This is all wrong, and should be remedied by wise legislation at once.

We do not undertake to advocate the repeal or the restriction of the present broad and liberal privileges given by the laws of several of the arid States to irrigation corporations, but we do claim that in justice to the tillers of the soil and to the land owners that the law should make them as able to organize an irrigation district, issue bonds, build an irrigation canal as a county, city or school district, to call an election, issue bonds, and build a county court house, city water works or a school house. California has, after thirty years of litigation and unjust extortion upon the farmers, finally awakened to the great wrong which the State has suffered in delegating all the powers to corporations, giving them title to the sources of water supply. About three years ago her Legislature, after much labor, passed what is known as the "Wright Irrigation District Law." This law is the acme of irrigation legislation. It is at least a generation ahead of our present legislation upon the irrigation question. In three years over ten millions of dollars have been invested by the farmers through the sale of irrigation district bonds at six per cent. interest. The cost to them of water for irrigation is less than half the fixed charges of the irrigation corporations. The State of Washington, seeing the great benefit derived by California through the operation of this law, passed the same bill almost verbatim last February, and already irrigation districts are springing up in many places.

If the Legislatures of the arid States shall at their present session pass a bill similar to the "Wright Irrigation District Law" of California, with a few amendments, they will have done more for the development of the irrigation question than all the corporations can ever do, for then the water and the ditches and reservoirs will belong to the people who till the soil, as it should. The Wright Act provides that a farming community may organize, issue bonds and assess and collect taxes in about the same way as a school district should proceed to build a school house or make other public improvements. They are also authorized to adopt local laws for the equitable distribution of the water. The irrigation district is made a little government within the county government, and is possessed of every function necessary to the organization and management of the district; can issue bonds, assess and collect taxes, and purchase or build irrigation works and locate and own water rights. The bonds run twenty to thirty years at six per cent., and cannot be sold for less than ninety cents on the dollar. Every arid State in the Union should have an irrigation district law, and such can now be formulated with the experience of California's and Washington's law, which has been in operation in the former State three years and in the latter one year.

J. D. MCINTYRE.

THE OREGON IMPROVEMENT CO.

Last month the Oregon Improvement Company passed into the hands of a party of Northern Pacific capitalists and as an early result we may expect to see its diverse undertakings blended with the N. P. system. This corporation was one of the Villard companies organized by that financier a little more than ten years ago. It has an elastic Oregon charter and has been engaged in a number of large undertakings, some of them widely separated geographically and not closely allied in their nature. It owns and operates coal mines in Washington, railroads in the same State

and also in California and steamships plying on the Sound and on the Pacific Ocean. In recent years it has been in the hands of Elijah Smith, an Eastern capitalist of large ambition and far-reaching plans, but somewhat lacking in executive ability and the talent that grasps business enterprises, holds them firmly and carries them out to successful results. Mr. Smith embarked in railroad building in Washington at a time when it had already become difficult to market bonds. He began the construction of a road eastward from Anacortes and announced that he was going to take it over the Cascade Mountains and on to Spokane Falls. At the same time he bought the narrow-gauge road from Tenino to Olympia and commenced building the Port Townsend Southern from Port Townsend to Olympia. The stringency in the money market increased and after the resources of the O. I., proceeding from the sale of lots at Anacortes and Port Townsend were exhausted, the company defaulted on its interest and was placed in the hands of a receiver. From this situation it has just been rescued by fresh capital. Elijah Smith has retired from its presidency and has been succeeded by W. H. Starbuck, an old friend and associate of Henry Villard, who has been largely engaged in building ships and steamers for Pacific Coast traffic.

Some time ago the Northern Pacific made a trackage contract with the Oregon Improvement Company, under which it ran two trains a day to Anacortes from Sedro, this short link of road being thus made a part of a through N. P. line from Portland, Tacoma and Seattle. At the same time the N. P. acquired large water-front rights and landed interests at Anacortes and built stations and wharves, in the evident belief that it could soon acquire full control of the O. I. road. As soon as the Great Northern bought the Fairhaven Southern Railroad and thus selected Fairhaven as its port on the Lower Sound it became good policy for the N. P. to plant itself firmly at Anacortes, an excellent harbor with remarkable natural facilities for commerce. The N. P. had already its old terminus at Tacoma on the Upper Sound and had a year before secured entrance to Seattle as its Middle Sound terminus. Since then it has built to Olympia at the extreme upper end of the Sound and it is now pushing two lines to the ocean in Southwestern Washington, one to Gray's Harbor and one to Shoalwater Bay. The N. P. neglects no point in Washington of present or probable future commercial importance. It occupies the whole ground.

SILVER AND GOLD IN WESTERN WASHINGTON.

It is now certain that there is shortly to be added to the remarkable wealth of Western Washington in lumber and coal, and its undeveloped resources in iron ore, a wealth of the precious metals beyond computation. Discoveries of ores containing both gold and silver have been reported from time to time during the past three years, the finds being made at the heads of the streams flowing from the western slopes of the Cascade Mountains into Puget Sound; but one swallow does not make a Summer, and a streak of galena or sulphuret here and there is not sufficient to make a probable producing mineral district. Prospectors who penetrated the dense forest that covers the Cascades had great difficulty in securing the attention of capitalists to their reported discoveries. The country is exceedingly wild and very difficult to penetrate. The underbrush is so dense that the only way to get into the mountain fastnesses before trails are cut with great labor is to follow the beds of the creeks when the water is low. The prospectors could not easily persuade men with means for developing mines to go with them and verify their

reports. Little by little, however, the evidence of the existence of wide veins of paying ores accumulated and commanded attention, until finally, last Summer and Fall, considerable thorough exploring work was done. The results were surprising. Ore bodies, assaying from the outcroppings from \$40 to \$150 per ton, were traced for miles over the steep mountain spurs and across the narrow ravines. At one point, on an abrupt mountain slope, a glacier has scraped off the dirt, brush and trees and exposed for 750 feet a nine-foot vein of galena assaying sixty-five ounces of silver, \$15 of gold and sixty-six per cent of galena. This location, called the Boston, was recently sold by its fortunate owner, J. F. Wardner, of Cœur d'Alene mining fame, for \$150,000.

There are now three well-defined mineral districts, lying at the head of the streams which form the Snohomish and Skagit Rivers. The farthest south is called the Silver Creek district. Silver Creek runs into the Skokomish and the latter stream converges with the Snoqualmie to form the Snohomish. At the head of Silver Creek is the Cady Pass, one of the probable routes of the Great Northern Railroad across the Cascades. A mountain range separates this district from the Monte Cristo district, which lies along the north and south forks of the Sauk River, a tributary of the Skagit. Still further north is the Cascade district, on Cascade Creek, also a tributary of the Skagit. In each of these districts large bodies of good ore have been found and located by men who are preparing to work them and who are not offering them for sale, because they believe them to be of great value for development. The position of these districts will be better understood by consulting a map of Western Washington, when we add that Silver Creek is about forty-five miles from the nearest railroad point at Snohomish City and that the most northern district, that of Cascade Creek, is about ninety miles from Sedro, the new railroad town on the Skagit. It will not be difficult to build railroads into the mining regions, following the water-grade of the narrow valleys. The ores are mainly galena, carrying both silver and gold, with occasional sulphurets. The veins are true contact veins, with hang walls of porphyry and foot walls of granite, and they are so wide and so accessible for mining operations that low grade ore can be worked at a large profit. Besides, these mines are less than a hundred miles from tide-water, and lie in the vicinity of good coking coal, such as is now mined at Hamilton, on the Skagit River. An extensive reduction and smelting point will be developed at some place where the ores and the coal can be economically brought together—possibly at Anacortes. There will no doubt be a thousand mineral locations made in the districts we have named during the coming Summer, and among them all a few great mining properties will be opened up, which for years to come will support a large population and add considerably to the world's store of the precious metals.

THE IRON COUNTRY OF THE GLOBE.—The United States, declares the *Age of Steel*, is now the Vulcan of the planet. There is no such output of iron and steel scheduled on the slate of any contemporary nation. The iron-worker is busy, the forges are red, the glow of the furnace is unrelenting, the molten metal is a continuous stream, and the product of the anvil and caldron is networking our streets, our alleys, mountain road and prairie plains with lines of Bessemer steel; iron girders span the rivers and bridge the gulches; ships with metal ribs ride the seas, and in the architecture of our cities, from the trap of a sewer to the dome of a temple, steel and iron are practically ubiquitous and mechanically supreme.

RAISING FINE STOCK IN NORTH DAKOTA.

JAMESTOWN, N. D., Jan. 15, 1891.

To the Editor of *The Northwest Magazine*:

A decade or more ago, while wandering over the section of North Dakota called the James River Valley and the Couteaux of the Missouri, it seemed to me that he who garnered and turned into cash the millions of acres of the choicest herbage on earth then being burned over annually, since the buffalo had become extinct, and simply all wasted, would not only reap a reward for himself in profit, but be of great benefit to his fellow man, in thus demonstrating the fact of such resources lying about awaiting the hand of man, or, better still, showing how cheaply fine stock could be raised in Dakota.

After considerable search, and only puzzled by the abundance of choice locations, I selected my present location on the James River, some five miles southeast of Jamestown, a place where a great reservoir of fresh spring water came bubbling to the surface, on top of a bluff, where by piping I found it an easy matter to carry an unlimited amount of water through my barns on the sidehill. Of hay there was an abundance, and I saw farmers in the Red River Valley, and later in the James, burning tons of the finest quality of wheat straw. Also about this time wheat bran was an article that could be scarcely gotten rid of, large quantities being burned for fuel in the roller mills as late as 1884. The farmers claimed that the "roller process" made the bran so poor in quality as to be of no value, little knowing that it contained the exact element to complement the wheat straw and make a good feed for cattle.

As I looked over Nature's vast stock country, for centuries providing beef for savage man, it seemed to me these beautiful hills and valleys, with their emerald carpet, was the place for raising fine stock. If so, which was the animal to be used to the best advantage? With the exception of my early Shorthorn experiences—"being born and raised a Shorthorn man"—I was totally unprejudiced, only having a special fondness for all good stock. I at that time was not so used to these great distances, and a thousand miles west of Chicago, and as much more from New York, seemed to me an objection to raising stock and freighting such vast distances. I had not then seen, as now, five to ten long freight trains per day in the Fall of the year going over the N. P. R. R. to Chicago, nor did I hardly expect the reasonable rates of freights that would be given on through stock. Ten or twelve years ago freight was a big objection. The conundrum was not answered for me until I, in 1882, saw the Holstein cow. These great black and white milkers from Holland were then just coming to the front. Here then was the answer: Where else on earth was there such cheap feed, and where such a perfect machine to turn Dame Nature's bountiful supply of feed into that blessing for everyone's table, rich butter and fragrant cheese, and thus by condensing tons of hay into butter and cheese reduce freights to a minimum; and, if the Eastern market was ever glutted, the vast Western mining country was at our door with a positive permanent demand.

The Holstein cow certainly had the capacity, but had she the constitution to withstand the rigor of our climate? After years of experience, and subjected to all kinds of weather, I can truthfully say she is unexcelled for this country and climate. Of course to do her best she must have good quarters for winter and kind care during a portion of each year. Having decided for myself the cow, I visited for several falls the best Holstein herds in the United States. Finally, for sufficient reasons, I selected, regardless of cost, about seventy-five head of animals from the

famous Maplewood herd of F. C. Stevens, of Utica, N. Y. These being largely just imported from Holland suffered somewhat from the extreme change of climate. I was asked how I would protect them through the long, cold winters. I soon proved that we can shelter stock here cheaper than in the East, as we have no rain from October till April. We either grade down a sidehill or cut through a "hog-back" on the prairie and putting up a few "crotches," on them lying poles and then brush, all gotten from the river, covering the whole business with prairie hay, and I had the cheapest barn in the world, and so warm that we have to cut ventilators to let out the heat. Besides, with exceptions of some eight or ten days in a total of past six winters, my stock has been out of doors every day for exercise, which is very necessary for cows in calf. Three Springs I have turned out my stock in March for their own living; only my milkers receiving a small ration of grain.

The short buffalo grass certainly equals the famous blue grass of Kentucky, for not only is it good through the Summer but it cures on the ground through August and September and keeps its nutritious quality through the Winter until it pushes out in Spring. It literally pushes out, for the old, dry, dead grass is found on the top of the new stem, hence the grazing animal gets a mouthful topped off by a pinch of green grass as a relish, and this found during any warm days in Winter.

I find German millet one of the best feeds for cows during Winter, and have grown it for past five years for that purpose. This, helped out by cheap roots—for one can grow on breaking 500 or more tons of Swede turnips per acre at the bare cost of seed and pulling. Sugar beets, now attracting so much attention, I believe fully equal to Eastern silage. For increase in butter I can nearly double the quantity given by an ordinary cow by liberal use of ground oats, peas, and oil-cake, and as these are all cheap it pays when butter is wished. But simply for raising calves, the first diet is sufficient, as it is specially rich in muscle formers. I think beef men make a mistake by feeding so largely fat producers and neglecting the muscle or lean meat formers; thereby they decrease their production of calves. These latter foods no country in the world produces as cheap as in North Dakota. I have demonstrated by practical experience that these feeds will be of advantage in breeding. My herd of mature Holstein cows of thirty to forty, mostly from Holland, fed only on prairie grass during Summer and a little millet through November and December and then straw and bran for rest of the Winter, have brought me the remarkable increase for past four years of 100 per cent. These hearty young Holsteins I have been able to place up to the present time, and even brought another herd in and sold recently.

The recent sheep craze has diminished the demand, but farmers are foolish who sell cows and buy sheep at recent prices. A word about sheep! My flock of Shropshires do finely on the prairie; no extra feed nearly all the Winter. I readily sell more than I can raise. These sheep are the sheep for Dakota, being larger and more prolific than the Montana sheep. There is no question, however, that with our dry, cool climate, where wool grows better as well as mutton—our rich grass, gravelly hills, pure water—we have the finest sheep country in the world. We, of Dakota, can raise wool for ten cents per pound, and mutton for two cents gross; hence one can readily see the sheep business is profitable, and undoubtedly a quarter of a million dollars have been added to North Dakota's wealth the last two seasons in sheep alone.

I. C. WADE.



I NEVER cease to marvel at the mildness of the Winter on Puget Sound. I write this note at Fairhaven on January 20th. A farmer living on Lummi Island has just brought me a newly opened rose picked this morning in his garden and says the clover is in blossom on his place. Yesterday, on the shore of Ship Harbor I saw mosquitoes and found wild flowers in bloom. Sailing from Anacortes to Fairhaven last Sunday the members of my party sat out on the forward deck, enjoying the sea air and the views of the islands and channels, just as though it were Summer instead of mid-Winter.

THE newly built railroads in Western Washington run through woods so dense that they resemble jungles more than forests. The firs and cedars are over 100 feet high and grow so close together that when felled to make room for the grade their trunks are heaped up like grass before the scythe. This vast timber supply will be a source of wealth for centuries to come. When our Wisconsin and Minnesota pineries are exhausted we shall draw upon this immense store of building material and the East will also find here its chief supply, shipping lumber by way of the Nicaragua canal to the Atlantic ports and even to Europe. The thick forests seem a hindrance and a drawback now to short-sighted people who see the Pacific Northwest for the first time, but they are in reality a great resource to support population, and one that cannot be exhausted for generations.

THE new town of Sedro, on the Skagit River, has become the center of railway movement for that part of Western Washington lying between the San Juan Archipelago and the Cascade Mountains. Here the Seattle, Lake Shore & Eastern (N. P.) crosses the line of the Seattle & Northern going from Anacortes up the Skagit to the Hamilton coal field, and here the Great Northern's line from Fairhaven ends for the present, pending its extension to Seattle. Sedro is a tangle of blackened stumps and half burned tree trunks, with here and there a few new buildings and the beginnings of a street, but it has an evident future. Just now the saw mill and the gin mill are the conspicuous industries.

TOURISTS who make the conventional trip on Puget Sound from Tacoma to Victoria and back see a great deal that is grand and interesting in the way of mountain and marine scenery but they miss the most beautiful feature of that rare inland sea, the San Juan Archipelago—a group of about fifty islands, large and small, which face the Straits of De Fuca and shelter from the Pacific winds innumerable deep bays, coves and channels. All the islands rise from the deep green sea water, all are bold and forest covered save for occasional clearings and settlements, but they differ so widely one from another as to their area, shape and topography, that only old inhabitants who have cruised about a great deal in these land-locked waters can pretend to anything like a thorough acquaintance with them. Their soil is rather barren as a rule, but it is adapted in many places for orchards, and with their mild Winter climate and their cool Summers they will in time be pretty well occupied by small farmers,

raising fruit and keeping cattle and sheep. For natural beauty of woods and waters and bold shores they surpass the famous "Isles of Greece." Now that cities are growing up at New Whatcom, Fairhaven and Anacortes, and railroads are being built on the main land, this magnificent archipelago is attracting new attention.

IN a new country and a far country like Washington one finds many men who have failed in business in the East and who have sought to hide their chagrin and rebuild their broken fortunes in some place a long distance from old surroundings and acquaintances. In some cases such men drift hopelessly into the ranks of the "have beens," but as a rule they speedily regain their lost energy and ambition and are not long in getting into the current of success. Not a few of the rich men of Seattle, Tacoma and Spokane Falls came to the "Coast" because of some serious wreck in their affairs in their old homes. Their former experience has given them lessons in human nature and taught them shrewdness and prudence and they make no new mistakes. The man who fails to recuperate in the midst of the varied opportunities which spring from the rapid growth of a new country abounding in natural resources is a man of little pluck and capacity whose only thought appears to be to get a living without much effort and to be forgotten by all who knew him in his better days.

BY the courtesy of General Manager Wilson and Superintendent Borie, of the Fairhaven & Southern Railroad, the business car of THE NORTHWEST MAGAZINE was hauled last month from Sedro to Fairhaven and thence along the Bellingham Bay front, past New Whatcom, and on northward to Blaine on the British boundary. From Sedro to Fairhaven the distance is twenty-six miles and it is twenty-four from Fairhaven to Blaine. A continuation of the road, built under a British Columbia charter, had already been completed to a point on the Fraser River opposite New Westminster and has since been opened for traffic. There is thus at this time a continuous rail route from Seattle to New Westminster, via the Seattle, Lake Shore & Eastern Railroad to Sedro and the Fairhaven & Southern for the rest of the way to the handsome old colonial town on the Fraser. The line from Sedro north belongs to the Great Northern company and that from Sedro south is controlled by the Northern Pacific. The Great Northern is building a shore line from a point near Sedro into Seattle and the N. P. is building from Sedro northward to Sumas, on the boundary, where it will connect with a branch of the Canadian Pacific, leaving the main line at the Mission, on Fraser River. It will be seen that the two American companies have effectually headed off the Canadian road from entering Washington with a line of its own and that both the G. N. and the N. P. will have lines from Seattle to British Columbia, one hugging the shore pretty closely along the Sound and the Gulf of Georgia and the other keeping back in the country about mid-distance between the tide-water and the mountains. Still a third company, called the Bellingham Bay & British Columbia, has built fifteen miles of road from Whatcom and is aiming to reach Sumas. This is known as the Cornwall road and it will probably be sold either to the Northern Pacific or the Great Northern. The N. P. will build a branch to the Blue Canyon coal mine on Lake Whatcom and from that point will no doubt soon go on to Whatcom, attracted by the commercial facilities of Bellingham Bay and the large population already on its shores.

THERE must be at least twelve thousand people around the handsome crescent of Bellingham Bay, five thousand in Fairhaven and seven thou-

sand in the consolidated municipality of Whatcom and Sehome, now called New Whatcom. The two towns touch elbows around a rocky promontory and have dug out and planked a fine broad roadway to connect their business districts. Stages run back and forth every half hour, the distance from the Fairhaven Hotel to the extreme end of the business street in New Whatcom being less than four miles. Evidently these towns are destined to unite under one municipal government and the sooner they do so the better for their continued growth and their influence in the affairs of the new State. They ought to be able to compromise before long on the name of Bellingham and to pull together in making the most of their marked natural advantages. Among the many marvels of rapid town growth in Western Washington none is more interesting or more creditable than that of these two rivals and close neighbors, during the past two years. They have great resources back of them of coal, timber, iron, agriculture and precious metals and in front of them is the broad Strait of Juan de Fuca leading out to the ocean.

WE crossed the Nooksack River about ten miles north of Whatcom at the little moss-grown hamlet of Ferndale, whose inhabitants used to communicate with the outer world by a weekly steamboat. The Nooksack is a deep, rapid river, carrying as much water as the Mississippi at Minneapolis. It heads on the slopes of Mount Baker, one of the white giants of the Cascade Range, and is navigable for about twenty miles from its mouth in the Georgian Gulf. The country along its banks is level and highly fertile and appears to be a part of the broad delta of the Fraser River. I saw old orchards with the limbs of the trees bent down with the weight of the fruit they had carried last Fall; comfortable farmsteads, hop fields and grain fields, and pastures still green in late January. The town of Blaine was a surprise to me. It lies right against the border and laps over a little into British Territory and must have nearly two thousand people. A year ago it was a mere hamlet, with farms where now stand business blocks. Drayton Harbor, on which this bright, progressive young town is built, is a snug little cove of Boundary Bay. From the Drayton headland there puts out a long sandy spit, at the end of which is a little settlement called Semahmoo. From the long Blaine wharf, built across the tide flats for half a mile, the distance across the harbor entrance to Semahmoo Point is another half mile. Inside the admirably sheltered harbor thus formed there is deep water and good anchorage enough to accommodate an extensive commerce. The town stands on a plateau thirty feet above the tide. The people talk of prospective improvements by the Canadian Pacific and Great Northern roads and of an international wharf, on the boundary line, on one side of which a vessel could unload a cargo destined for Canada and then, by swinging around to the other side, put out goods consigned to the United States.

I SHOOK hands across the frontier line with a subject of Queen Victoria—an Australian gentleman who has made a snug fortune in Blaine real estate. At the line stands a strong iron post with "International Boundary Commission" on one side and "Treaty of Washington, July 15th, 1846" on the other. These posts are placed at intervals of a mile all along the entire frontier and a slashing runs through the forest, about 100 feet wide, from the Gulf of Georgia clear across the wilderness to the open plains east of the Rocky Mountains. A lonesome customs officer is posted at Blaine on the American side of the line, but there seems to be nothing to hinder a smuggler walking through the woods at any place back of the shore, with his grip-sack filled with opium. Instead of calling the British addition to the town Blaine, B. C. as is now done, it would be better to name it Salisbury, so that the international city would commemorate for all the time when Blaine and Salisbury were prime ministers of their respective countries.

FISHING ON PUGET SOUND.

Frank Wilkeson says in a recent letter: Many rivers flow through forest-clad Western Washington, flow from the eternal snowbanks of the Cascade Range to Puget Sound or to the heaving water of the Pacific Ocean. Hundreds, yes, thousands of smaller rivers, brooks, and creeks flow; some slowly as become streams of size, up which enormous salmon ascend to spawn; others with roars as of laughter rush in foam through boulder-strewn gorges to tumble down sloping falls. This great and almost unexplored river system constitutes the fishes' highway, and a highway that is always thronged with salmon and trout.

From the cold salt water to the fir-clad western foothills of the mighty Cascade Range the rivers flow sluggishly in sweeping curves through heavily-timbered alluvial land. Arrived at the foothills, the water flows faster and faster as the river is ascended till at about sixty miles from the coast, say, on the Skagit River, the head of steamboat navigation is determined by white, foamy water, beyond which there is canoe navigation for a few miles. Then all streams are torrents that roar through a sea of lofty, snow-capped and forest-clad mountains, in the recesses of which many glaciers slowly move. In the foothills and throughout the highland the air resounds rhythmically with the sweet voices of many falling waters. Here a creek tumbles over a lofty cliff. Yonder a brook that has its source in hidden snowbanks that lie 4,000 feet above the sea in deep furrows that were plowed in mountain flanks by glaciers ages ago causes the resonant air to tremble in joyous vibrations as it loudly sings while traveling its boulder-strewn course. Rills fall in white waving ribbons of foam over cliffs and murmur sweetly the while. The tall fir trees whisper one to the other as cool air plays among their swaying tops. Everywhere in Washington's highlands the voice of Nature calls sweetly to her lovers to leave desk and dingy office and come to her. And her call is hard to resist.

In all the rivers and brooks and creeks salmon, that search for highland water and remote spawning beds, the location of which has been handed down as traditional lore through thousands of generations of salmon, swim, and at short intervals leap high above the water as though to see whether they had arrived near to the longed-for spawning ground. Falling heavily back into the ice-cold water, the fish pluckily resume their journey, to arrive at the end of which is death to most of them. It is held by the larger portion of Washington fishermen that no salmon that enters fresh water from the Pacific Ocean ever returns to the sea. Personally, I know that tens of thousands of salmon annually die while migrating to the spawning beds. I have seen the banks of the Skagit River and of many of its tributaries lined with dead salmon. No salmon that was hatched in the rivers of Washington will take the hook or rise to the fly when in fresh water. In salt water they bite freely and afford exciting sport. Swarming after the salmon, steadily pursuing them from the cold depths of Puget Sound up all the rivers and creeks and brooks, are schools of salmon trout, a game fish that will rise to the fly if in playful mood, but that is wholly unable to resist bait if it be salmon eggs, to obtain which they have followed the salmon from the sea. To take salmon trout is excellent sport, provided your tackle is not too heavy. In every river and creek, it matters not its size, trout-mountain, silver, speckled, crimson-spotted, black and just trout—abound, and live in hungry eagerness to rise to flies or to snap at baited hooks. Under boulders, behind water-covered roots, in deep pools, at the base of water-falls, among large boulders where rapidly-flowing water swirls and boils and is full of bubbles—heavy, deep, powerful fish, these—

trout live and impatiently await the arrival of a fisherman.

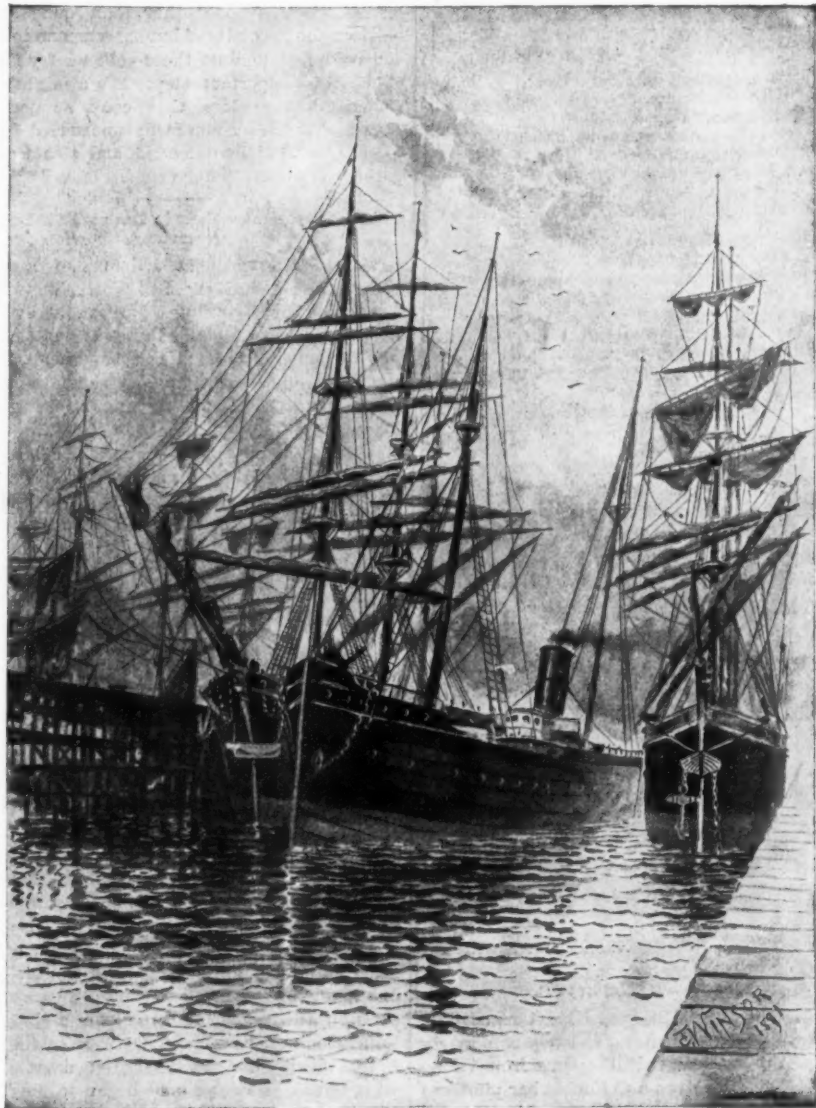
The creeks are overhung by brush; they are generally rapid. The water is exceedingly cold. The forests are so dense that it is very laborious to wade through them. To fish for trout in the smaller streams of Eastern Washington is severe work, but great catches can be made. To fish the rivers is easy work. But who would fish from a boat, and in rapid water, when roaring brooks and foamy waters are near by? I answer, no one who loves sport.

THE GUILLESS NATIVES OF ALASKA.

"The spread of American enterprise and

tured them into bracelets. These curios were sold for \$1.50 or \$2 at the most. When steamer loads of tourists commenced going to Alaska in the Summer they bought up the bracelets as fast as they were made. The native Alaskan is a very speedy individual. He saw fortunes in store for him. The bracelets could not be made fast enough to supply the demand, and he formed a sort of syndicate with his brothers. The syndicate sent to San Francisco and had hundreds of these bracelets manufactured and shipped to Alaska. There they were and are still retailed to the guileless excursionist at \$8 or \$9 a pair.

"The same may be said of native idols, straw hats, bottle covers and bows and arrows. More

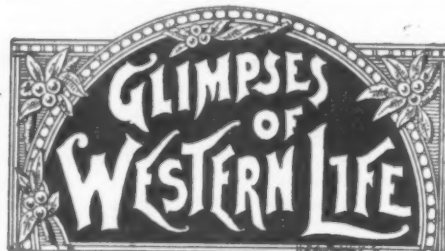


SEA-GOING SHIPS AT THE SEATTLE WHARVES, PUGET SOUND.

Yankee ingenuity is nowhere seen to better advantage than among the guileless natives of Alaska," said Capt. Anderson of the "Bertha" to a Pacific Coast reporter recently. "The captains of the excursion steamers are pestered by the passengers for information as to the best places to procure relics, and the arrival of excursionists creates as much of a stir among the natives as steamer-day did in San Francisco in the sixties. They are the legitimate prey of the children of Alaska. Years ago it was possible to get real relics at a moderate price, but now it is hard to discover the difference between real and manufactured relics.

"Some time ago some ingenious natives hammered half dollars out very thin and manufac-

than half of them are made in San Francisco and other coast cities and are then sent to Alaska for sale. The natives know when they are talking to an expert, and they do not try to palm off spurious articles on him. But the green excursionist is their ready victim. They will sell him a straw hat made out of spruce roots for \$5 or \$6 which they ordinarily sell for 50 cents. Imported war suits decked with feathers and beads are disposed of at from \$25 to \$75 each. If the studious collectors of Alaskan curios only knew the history of half their acquisitions they would be sad indeed. The native Alaskan is a victim of civilization. He has learned from his white brother how to lie, and he knows how to improve an opportunity."



A SIERRA FIRE.

A long, low murmur in the midnight air
As the tide upon some far-off shore;
A swell among the pines standing tall and fair,
A whisper as of danger leaning o'er;
A strange light growing up in the hollow sky,
Eclipsing the white glory of the moon;
A signal flag on the wind streaming by,
Of wreathen smoke outflung, has followed soon.
Out of the darkness starts a tongue of fire,
Wrapping the white trunk of some dead old pine,
Mounting in fierce and absolute desire
To reach the glowing heavens' altar shrine.
The dark is flooded with the crimson light,
The green pines shiver in the fire's roar,
The scene of grandeur grows upon the sight,
And the wide doming heavens arch it o'er.
The hollow circles of the smoke unroll
Against a sky of palpitating flame,
Wrathing above the pines, scroll upon scroll,
Swelling and rising in the crimson stain.
The moon is dead; the stars' green points of light
Merge in the drifting sparks that fill the night;
And the great flames sweep upward, fold on fold,
Till the dark mountain stands swathed round with gold.

White Wings for One.

A Western exchange finishes up an obituary notice in this style:

"The unfortunate man was a former resident of Thomson and was well and favorably known here. He has been a subscriber to the *Pine Knot* since 1881, has always kept his subscription paid up, and was otherwise honorable in all his dealings."

This is no Joke.

A correspondent sends a business card he happened upon recently, as something of a curiosity. Here is the way it reads:

Edward Walley Jones. Oswald Edward Jones.
Elijah Jones. Laurence Whitaker Jones.
Philip Augustus Jones.

E. WALLEY JONES & SONS,
BUTCHERS,
Manufacturers and Miners.

A Terrifying Waterspout.

The British ship "Tythonus," 1152 tons, arrived at Astoria last month after a fast trip of forty-six days from Callao. In fact, the time from Callao to where she received a Columbia bar pilot was just forty-three days. When several miles off the Columbia bar, the vessel had a wonderful escape from a waterspout, something that is very rare on this coast. The wind had been coming in fitful squalls all the afternoon, when suddenly, with an awful roar, a whirlwind and waterspout came flying up from the southward. The "Tythonus" seemed to be directly in the path and, to all appearances, was a doomed ship, but fortunately it passed on to the northward, missing the vessel by about two lengths and sending the hearts of some of the apprentices who were not used to that sort of thing down into their boots. After it passed the "Tythonus" it steadily increased in size and fury until it was an appalling sight to witness, and would have dealt death and destruction to anything in its path. From the surface of the ocean clear up into the clouds as far as the eye could reach it was a swirling, roar-

ing column of water. The crew gazed at the spout and some of the timid ones had to feel of themselves to make sure they were alive after it passed. The phenomenon moved on up northward, and though it traveled like a lightning express it was in sight of the vessel for a long time.

Writes His Own Marriage Announcement.

Here is the charming way that Editor Cummins of the Goldendale (Wash.) *Courier* announces his marriage: "This important event took place Sunday, December 28th, at the residence of the humble (d) editor's parents. The lady so fortunate as to secure the only jewel in the *Courier* shop was Miss Rose Brune, daughter of Mr. and Mrs. Charles Brune, of Rockland. The rooster that runs his head into the matrimonial hackamore was none other than ourself. We realized the necessity of having someone to brace our cold feet against these cold wintry nights, hence this important step. It's a mighty poor woman, dear readers, that can't support one editor. We thank our many unmarried friends for congratulations extended, and also for sympathies extended by our married ones."

The Hotel Reporter Falls in Love with a Lady He Interviews.

Miss Gertrude Violet Fairfax, of England, registered at the Ryan, St. Paul. She was accompanied by a retinue of servants and was traveling in fine style. It was stated that she was a member of the British aristocracy and that she had been a great traveler about the world. One afternoon Robert J. Boylan, Jr., a bright St. Paul newspaper man, went to the hotel to interview Miss Fairfax. The two became acquainted, fell in love, and were married by Judge Otis; Judges Kelly and Brill witnessing the ceremony. As the bride had booked her passage on steamer Teutonic, for England, the newly married couple decided to part for a few weeks. Mrs. Boylan left two hours after the wedding, and will settle up her affairs and return about March 1.

An Indian Brave's Joke.

Two young women were alone one day when a young brave whom they knew came to see the man of the house. The man was away and the Indian sat down to wait for him. During this interval the girls, being of a lively turn, began asking him questions about his former mode of life; among other things they asked him to give a war whoop and show them how he scalped people, but he gave no answer. Some time after when they were talking of other subjects and had forgotten all about him he sprang up suddenly, gave a war whoop that made the house top ring, then snatching a big knife that lay on the table with one hand, he took the top knot of one of the girls in the other, and ran the back of the knife around her scalp. They were each scalped in this manner and nearly frightened out of their wits; but he sat down and began to laugh and told them he had only done what they had asked him to do. They recovered from the shock and laughed heartily at the Indian's joke.—*Correspondence Springfield Republican*.

The Beaver's Peculiarities.

James Sherman, who is trapping beaver at Knappy this year, tells the *Calumet* (Wash.) *Gazette* some queer things about beaver and beaver trapping. The animal, he says has the most acute sense of smell of any animal that exists. In setting the traps you must wait till low water, in order to have the tide when it comes in obliterate all traces of your presence. When a beaver is caught in a trap the other beavers enable him to make good his escape by seizing him by the tail and hauling him away until they release him, often leaving the limb in the trap as an evidence of the struggle that ensued. He

caught a beaver last winter on Puget Island, and says that it had only two toes on a hind foot, the other three legs being amputated as close to the body as if the limbs never existed. Mr. Sherman says that there is one faculty the beavers possess that would be a profitable and interesting study for scientific men; that is the power of making objects adhere to the bottom of the stream without apparent means of securing them. The beaver lives mostly on wood, which they cut and deposit on the bottom, where it remains, contrary to the natural laws, which would in ordinary cases cause the wood to rise to the surface. How this is accomplished is difficult to decide, but is nevertheless a fact, as Mr. Sherman assures us that he tried it time and again. Beaver trapping pays well where any considerable number can be caught, the average price of the fur being from \$3.50 to \$5 per pound.

Romance of a Town.

A new town within a day's ride of Spokane is being built, and surrounding its birth is a romance. The identity of man in this Northwestern country crops out in enterprise. Instead of immortalizing a sublime conception by writing an epic poem, towns are built at the crack of hammers. Poetry finds expression in bricks. Mechanics build metaphors into reality, and the entire Northwest has become a vast opportunity for the human imagination to build castles which are not intangible structures, but have been converted into cities.

A couple of multi-millionaires from Rochester recently on a western trip went up into the Colville country. They selected a spot of ground and concocted a plan. They returned to their city and gathering a nucleus of capitalists about them told them what they had seen. At first their friends were incredulous. The dream of western empire overpowered them and they thought that these travelers had been drinking when they went out to look at the landscape in this State.

But gradually the story of the promised land came to be believed, and it was only a short time before the articles of a townsite incorporation were drawn up. The men back of the enterprise were the leading citizens of Rochester, and the project, when it became known in that city, took like wildfire.

A run on a bank whose stability was in supposition never outdistanced the clamoring demand for shares in this enterprise. In less than a fortnight over \$500,000 was heaped together, and citizens of Rochester were buying tickets to Spokane. From here they went to the town, or rather to the spot where the town was to be.

In this way a city was started and emigration to it instituted, and yet only two of those in the undertaking had visited the place. It was an instance of a town devised and populated by faith.

This was the origin of the town of Kettle Falls.

That hotels and dwellings are being built there and that there is quite an exodus from Western New York to that place is well known.

The projectors and pioneers of the city look forward to having the magnificent Colville reservation tributary to the near future.

One of the peculiar incidents in the creation of this impromptu town was the way the bank there was started. Mr. Reed came to Spokane from Rochester. He went to the Exchange National Bank and deposited drafts to the required amount and they fixed up for him a bag of money consisting of gold and silver of all the denominations coined. With this in a picnic basket he started north, and in an improvised abode opened up that great institution so indispensable to modern commercial life—a bank.

In like manner the various enterprises of the new town have been started. It is a strange

instance of the blending of finance and conjecture.
—*Spokane Spokesman.*

Horsewomen of the Far West.

Honors are bestowed upon the prophet—it is said—except within the bounds of his own ungrateful country; but in all the multitudinous pictures of life on the Pacific side of the Rockies, what artist has portrayed the one almost universal accomplishment of Western women? The riding of Indians and cowboys, and the miraculous driving of freighters and stage jehus have been the theme of song and story, but what historian has recorded the fact that plenty of doers of the same gallant feats wear feminine garments, and hold the tense reins with one hand while steadying the perpendicular of a child or two with the other. Perhaps it has been overlooked as a thing "more honored in the breach than in the observance," but it is the fact that, in the matter of riding and driving, many—perhaps a majority—of the women of the Far West are quite independent of any "man body." On country roads you may see the ranch-woman saving her husband a trip to town in a busy time, managing the brake, and swinging easily down the familiar grades at the best gait of which her team is capable; ladies from the nearest town, with the best mounts or turnouts the place affords; groups of little tots riding to or from school, two or three double and generally astride, upon nihilistic-looking cayuses; or, perchance, you may meet that most skillful of equestriennes, the native matron of the dusky race, engineering a whole train of ponies, her own little steed hidden from sight under a bulky burden of freight and passengers.

On the popular drives of any of our Western cities, the pleasure of riding and driving would seem—at times—to be almost given over to ladies and children. And it is not for pleasure alone that the Western woman takes up the reins. Oftentimes it has fallen to her share in the hard struggle of pioneer life to save a pair of masculine hands a part of the heavy "teaming" about a new ranch, or to sit in one of the wagons of an emigrant train and urge the toiling horses along day after day. I bethink me of one lady—now a dainty young matron who would pass muster in any drawingroom—who, when only a little girl, took the place of a sick brother and drove one of her father's teams a matter of two thousand miles across the plains and mountains on their Westward journey.

I have heard a large cattle owner say, with paternal pride: "I'd rather have my little Ann and that black pony of hers than all o' yer cowboys." Said little Ann was, at the time I knew her, the wife of her father's partner, and the mother of a sturdy little heir-presumptive to the whole band of steers, but I have more than once seen her, with her baby in one arm, mounted on her own sure-footed little black horse, darting and turning like a bird in pursuit of a refractory "critter." And yet, with all her proficiency—perhaps because of it—it may be truthfully said of the Western horsewoman that she is seldom "horsey." She does not bewilder you by dealing in technical horse-talk, and her knowledge of horse lore is so thoroughly practical that she is almost unconscious of it herself. She may not know the sporting records, but she knows the horses she handles as she knows her own muscles, and spares or urges them accordingly. She may not adjust her smart riding attire with miniature whips and horse-shoes—she may wear a plumed hat or even a sun-bonnet, instead of the regulation beaver—but if her horse goes suddenly lame she knows enough to get down, if necessary, and examine his feet for a possible stone which may be wedged into his shoe. She often feeds and waters her favorites with her own hands, and usually "savvys" every minutia of their toilet



INDIAN HOP PICKERS AT SNOQUALMIE HOP RANCH.

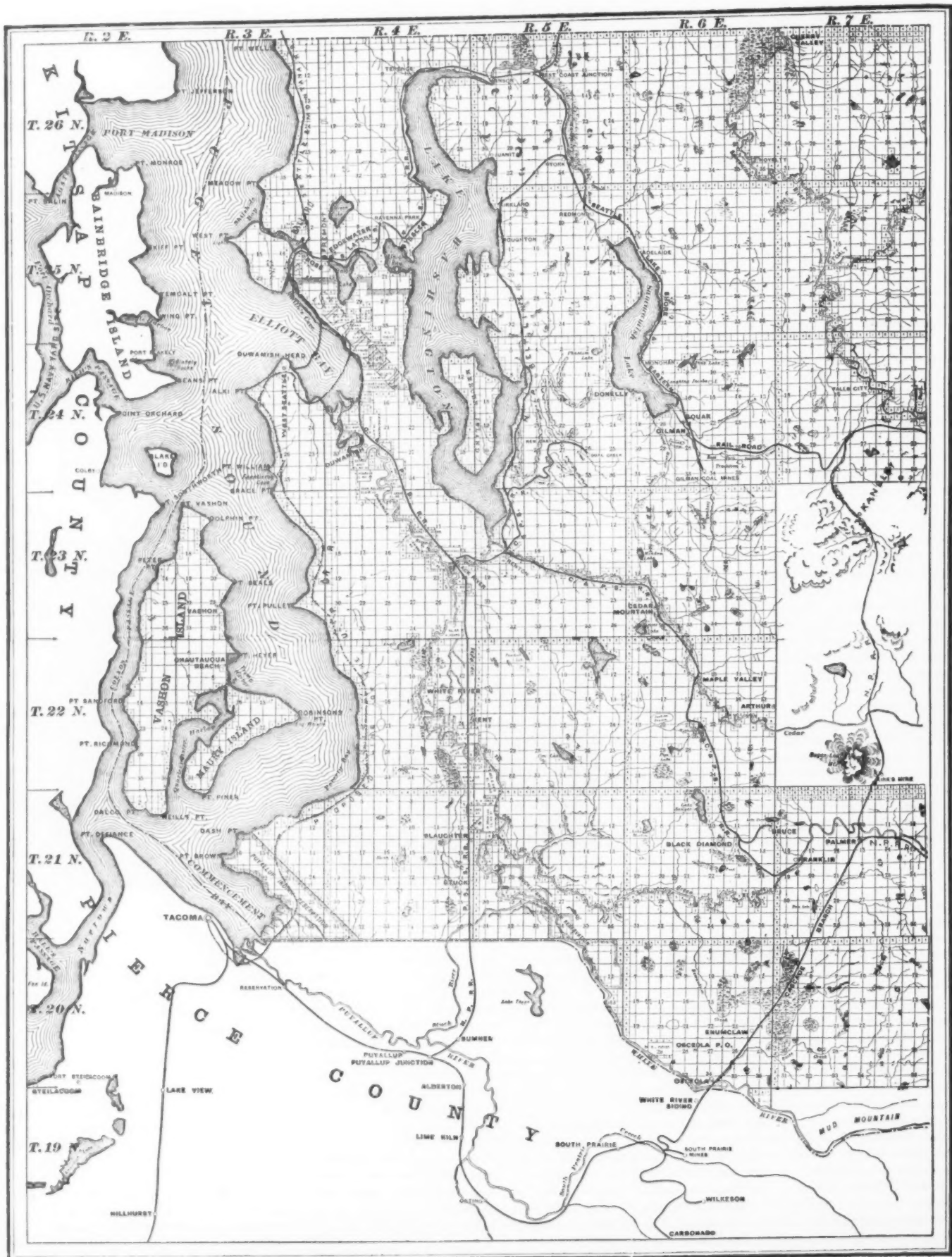
From a photo by Soule.

and every strap of the harness, though occasionally an amateur blunderer may be detected, like one I saw but yesterday, who was driving serenely along a crowded avenue with everything ship-shape except the crupper, which dangled merrily at the horse's side, and tapped him rhythmically in the ribs at every stride. Her horse, however, was a noble animal, and his demeanor showed plainly that he scorned to take a mean advantage of a kind mistress for a little oversight of that sort.

In sickness, the mangiest cayuse is sure of tender care if his owner be a child or a woman; and gentle hands spread a soft bed and prepare tempting food for the wiry little beast once accustomed to scant pastures and a rocky couch. I have known one lady who became a skillful veterinary surgeon by treating the sick horses of her husband's extensive band, and dressing the wounds made by that invention of the fiend, the barb wire fence. And why should not the Western woman know and love her horse? He has

been her only means of transportation in the weary pioneer times scarce ended; often her charge and sole companion through long, lonesome days, upon isolated ranches; he has been to her the means of momentary escape from the Lilliputian tortures of existence in a frontier town to the life-restoring presence of Nature, and he has his share in her every sweet or bitter memory of those days. Our granddaughters may get their horse knowledge by having the reins put into their fingers by a professor of equine arts, but not while, anywhere, ranches comprise townships and school-houses are three leagues apart; not while the avenues of our chief cities are graded out upon ancient prairies, or into the virgin forest; not until the red man is extinct, and not, at least, until the baby "broncho-buster" of to-day lays down the reins in her old age will the natural and thorough horsewoman cease to try the speed and mettle of her steeds along the highways of the West.

E. BARNARD FOOTE.



MAP OF KING COUNTY, WASHINGTON.

SEATTLE.

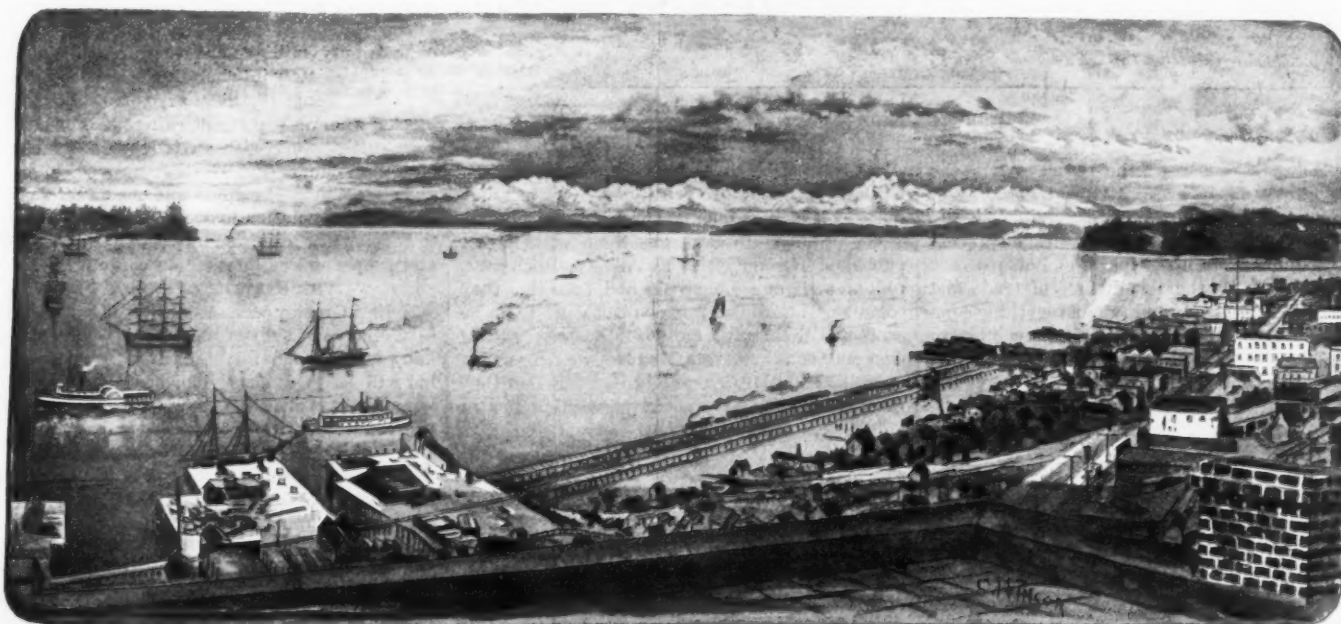
The Rebuilding and the Remarkable New Growth of the Chief City of Washington.

BY E. V. SMALLEY.

On the afternoon of the sixth of June, 1889, the entire business district of the city of Seattle was destroyed by fire. Stores, hotels, banks, wharves, newspaper offices, coal bunkers, factories and railway stations all were consumed by the flames. The residence districts, occupying the terraces that rise in picturesque shelves and slopes from the level ground along the harbor, were untouched by the fire, so that the people looked down next morning from the safe shelter of their homes, upon a vast field of charred and smoking ruins, where had formerly stood the entire fabric of their business activity, patiently reared by the labor of more than twenty years. The ruin was absolute and appalling. In a word, all the business plant of the place had disappeared. About \$15,000,000 of property had vanished in smoke in a few hours. The disaster seemed at first almost

then population of Seattle. That is to say, they resolved that they would create in and around the burnt district, streets, store buildings, office buildings, warehouses, wharves and cable and electric lines ample for the business of a city of 100,000 inhabitants. Now it is easy to resolve, but the men of Seattle did precisely what they started out to do and even went further than they had hoped they would be able to go. In a year and a half they had carried out their plan to the letter. By the first of January, 1891, the whole of the burnt area was covered with excellent modern brick and stone structures, some of them of elegant architecture, of towering height and of massive proportions, and all of them of a character to be thoroughly creditable to any Eastern city of 100,000 people. At the same time the wharves were built on a scale that afforded at least four times their former facilities for ocean and Sound commerce; over forty miles of cable and electric railroads were built and the expansion and improvement of the residence districts went on at an accelerated rate. How was all this accomplished, the reader will ask? Let alone the gigantic task of assembling men and materials and pushing forward simultaneously

mechanics and other laboring elements, but of substantial people with money to build permanent homes for themselves and to establish new business enterprises. Before the close of 1890 the city had 45,000 people within its corporate limits and fully 5,000 more in its near suburbs. It had doubled its population since the fire and it had doubled its business, too, so that there was plenty of new business to support the new people. And it went straight on to create business facilities in advance of its new needs, confident that they would soon be needed. It is not extravagant to say that Seattle now has the general business plant and facilities, including hotels, banks, stores, warehouses, wharves and street transit lines for a city of 100,000 people, nor is it at all extravagant to say that these will all be fully utilized within the next two years and that their possession will be a powerful factor in the future growth of the place. Nor is there any halt in the march of improvement. One might well think that Seattle could afford to rest on what she has done for a time, but the building movement goes steadily on. Some of the big blocks now under way surpass in cost any of those already completed; and a new electric line has



SEATTLE.—ELLIOT BAY AND OLYMPIC MOUNTAINS AS SEEN FROM THE HARBOR FRONT.

beyond remedy. It was made the more serious from the fact that Seattle had a strong rival only twenty-seven miles away, in Tacoma, that was prepared to enter the field for the trade that had previously been controlled by the older and larger city.

At the time of the fire Seattle had about 25,000 people. She was growing rapidly and was very strong, hopeful and public-spirited. Her leading men had long before formed the excellent habit of pulling together for the common good. In this respect the spirit of the town very much resembled that of Minneapolis. Whatever a little group of about a dozen men said should be done to push the city ahead was always done with hearty good will. There were no moss-backs and no kickers. Well, these leading citizens put their heads together among the ruins the day after the fire and determined on a course of action that can hardly be adequately characterized by the words enterprise and courage. It had the boldness of audacity. They made up their minds that the entire business plant of the city should be rebuilt, not by degrees, but at once, and that it should be constructed on a scale commensurate with a city of at least four times the

such vast and varied building operations, how was the money obtained? The insurance did not cover half the aggregate loss and the new construction demanded more than four times the insurance money. There are two explanations. In the first place Seattle had a number of men of large wealth who had always centered their investments at home and who came forward at once with large and liberal plans for building. In the second place the credit of the city was excellent. Hundreds of Eastern capitalists had invested money in Seattle real estate and every one of them had made money from such investments. The city was widely known throughout the East as a very solid and prosperous place, that had constantly paid big returns on all the money sent to it. The confidence of Seattle men in its future, shown by their own acts, was shared in the East by people who had kept track of the growth of the city. It was therefore not difficult to borrow money for improvements from banks and investment companies and from many individual loaners, nor was it difficult to attract new men with means to come in and help make the new city. The population rapidly increased during the rebuilding operations, not only of

just been opened to a distant suburb up the bay, while a new cable to connect with other electric roads is in active progress. When I say that Seattle, with 50,000 people, has now four cable roads and five electric roads with one more cable and one more electric to be opened by April 1st, the remarkable vitality and enterprise of the place will be understood in cities like St. Paul, where we had 125,000 people before we could get the first beginning of a rapid transit system, and where we have now only two cables and three roads running by electric power. In fact neither St. Paul, Minneapolis, Omaha, Kansas City nor Milwaukee can show as good a system of street transportation as this new city of 50,000 people on Puget Sound can now exhibit.

The street transit system is not the only feature of Seattle that indicates to the visitor a city of at least a hundred thousand people. The street life on Front, Commercial, Second and the cross streets in the heart of the business district is that of a city twice as large as Seattle. All these streets are filled with a bustling throng from morning till night and far into the night. From midnight till dawn is the only quiet period. The cable and electric cars are well-filled at all hours.



CHAMBER OF COMMERCE, SEATTLE.

People are constantly on the move. Along the wharves steamboats are coming and going night and day. On the great black coal docks the trains from the mines are constantly arriving and dumping their loads into the holds of the big ships. Everywhere the pulses of trade and commerce beat strong and full. Everything combines to give the impression of a much larger city than the census shows. The newspapers, with their eight broad pages on week days and twelve or sixteen on Sundays and their broad-sides of small want advertisements are perhaps

the chief of many surprises. The veteran journalist from the East can hardly believe it possible that such papers emanate from a city of only 50,000 people. He compares them with dailies published in such cities as Albany, Rochester, Indianapolis and Louisville and finds that they come out ahead in the comparison; then he compares them with dailies in Eastern cities of over 200,000 inhabitants, like Buffalo, Pittsburg, Cleveland and Milwaukee and discovers that they rank fairly well for amount of reading matter and volume and variety of advertising with

those journals. I have not space here to discuss this interesting newspaper problem further than to say that the explanation will be found in the fact that most business interests in a place that has grown so rapidly as Seattle are new and seek to make themselves known in the printer's ink, and that there is a wonderful vivacity and energy in business operations that finds its natural expression in the columns of the newspapers. The growth of a new city and a new State makes an amount of news and advertising out of all proportion to the actual population, measured by established Eastern standards in newspaper work.

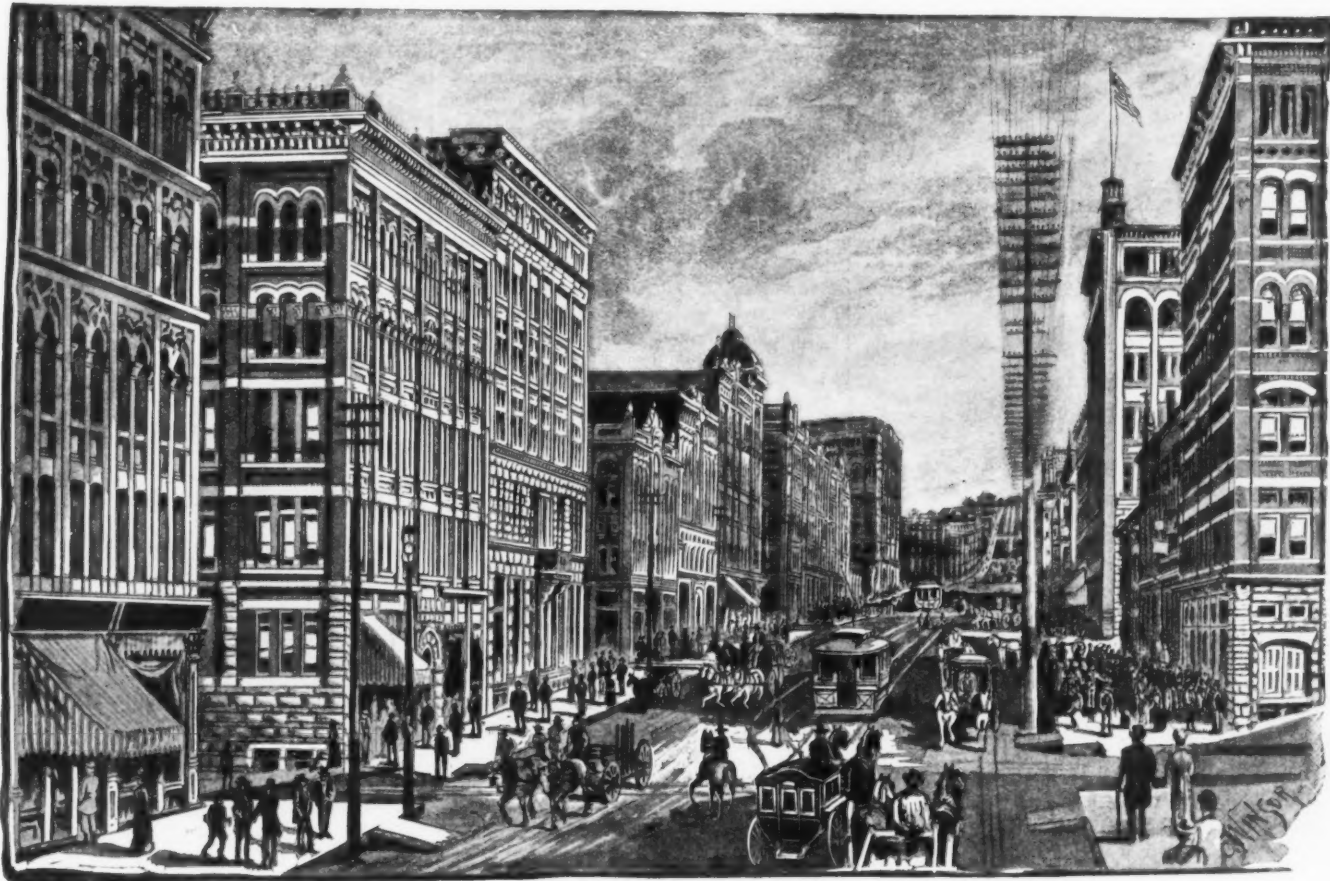
I have spoken of the ease with which Eastern capital was obtained for improvements after the fire: but the surprising fact is that comparatively little was needed. A competent authority among the leading loan firms estimates that only two and a half millions were borrowed on mortgages for the entire work of rebuilding the city. All the rest was home capital. All the Seattle rich men went heavily into building enterprises and among both the rich and men of moderate means construction was the order of the day. Fortunately there was an active real estate market at the time. All good unimproved property was saleable at good prices. During the year following the fire the real estate sales aggregated over twenty millions and most of this money went immediately into building operations. The net result is that all this superb plant of business blocks, wharves and street railroads is owned by the Seattle people with an indebtedness upon it of trifling amount. The fire proved to be a great blessing. It crippled no one and it roused the whole population to greater efforts than ever to develop the city and attracted thousands of new people and millions of new capital.

THE SEATTLE OF TO-DAY.

Horace Greeley once said to a young journalist,—"Treat your subject as though your readers know nothing about it. Those who know nothing will be glad to be informed, and those who know about it already will be pleased to see their previous information confirmed by your article." I am going to follow the grand old editor's method in this article. Seattle is situated about midway of the Puget Sound basin, on the east shore of the Sound. Its harbor, known as Elliot Bay, is about two miles wide by six miles long and opens out into the Sound by a broad entrance. The water in all parts of this capacious harbor, save at the upper end, where the Dwamish River enters, is deep enough for vessels of the heaviest draft known to ocean commerce, and such vessels sail out to sea through the Sound and the Strait of Juan de Fuca without meeting with the slightest obstruction to the freest possible navigation in the way of rocks, shallows or sand bars. From Seattle wharves to the open Pacific at Cape Flattery the distance is 130 miles. From Seattle wharves to the extreme upper end of the Sound at Olympia the distance is about sixty miles. The general direction of the Sound is nearly due south from the Strait, but it has numerous arms and inlets and embraces with its deep green waters a great number of beautiful islands, varying in size from mere islets to big islands like Whidby, which is almost large enough for an Eastern county. All the waters surrounding these islands are navigable for large vessels and at most times on the shore lines vessels can come close enough to the land to fasten their cables to the trees on the banks. Puget Sound has a surface area of 2,000 square miles and a shore line of 1,600 miles, and its average depth from the Straits to its extreme southern end is seventy fathoms. A good harbor on this noble estuary means, not a place deep enough for large vessels, but a place shallow enough to anchor a ship without paying out a great length of cable. On other great bays, like the Chesapeake, the



RANIER CLUB HOUSE, SEATTLE.



SEATTLE.—SECOND STREET, LOOKING NORTH FROM YESLER AVENUE.

deep places along the shores are sought for harbors, but here the shallow inlets are valuable for that purpose. For depth and safety the whole stretch of the Sound is one great harbor—the best and noblest in the world.

Starting from a sawmill on the shore of Elliot Bay, Seattle has grown to a city, clearing every step of its way from dense fir forests, climbing first the steep and naturally terraced hills immediately back of the original business center on the bay shore, afterwards spreading out north and south over less abrupt slopes, and in the last year reaching clear across hills and valleys to Lake Washington with its cable roads and its continuous streets. This fine lake is a marked feature in the situation of the city. It is twenty miles long by three or four miles wide and lies parallel to the Sound. Its waters, fed by many streams, are fresh and very deep and a fleet of small steamers ply between numerous villages upon its shores. Thus it will be seen that the city has the salt sea waters of the Sound on the west and the fresh waters of this superb lake on the east—a situation nowhere paralleled so far as I know. The dwellings on the highest ground look across the Sound in one direction to the snow-clad peaks of the Olympic Range and across the lake in the other to the snow-clad, serrated mountain range of the Cascades, dominated by the gigantic summit of Mount Ranier, whose dome is 14,444 feet above the sea-level.

Lake Washington connects with Lake Union, a much smaller body of water, having nearly a circular form and being about a mile in width. Lake Union has an outlet into Salmon Bay, which is an arm of the Sound. The comparatively small cost of a ship canal through the streams which carry the overflow of these two lakes to the sea and the great depth of the lakes themselves long ago suggested the project of connecting them with the Sound for navigation

purposes, and the scheme has been repeatedly urged upon the Government as a means of providing a perfectly secure harbor in fresh water for naval vessels. At some time in the near future when we again become a great naval power this excellent project will no doubt be taken up by Congress and carried out. A survey for this proposed canal is now being made by Government engineers. In the meantime the naval authorities have recommended Port Orchard, across the Sound from Seattle and in plain sight from the heights of the city as the

best site for an extensive navy yard plant on the North Pacific Coast. Lake Union is so near the center of the city that it can hardly be called suburban, although lying partly outside of the municipal limits. Its bold, verdant shores are already pretty well rimmed round with streets and dwellings and three electric lines run to it. On the north side are the handsome villages of Fremont and Latona. When I first saw this lake in 1884 it was encompassed by a wilderness broken only by a saw mill and the huts of a few lumbermen.



SEATTLE.—THE HALLER BUILDING.



JOHN LEARY, PRESIDENT SEATTLE CHAMBER OF COMMERCE.

□ Occidental Square (shown in the foreground of our picture of Front Street) as a point of departure, the well-built district of the city extends for two miles north along the Sound shore to the picturesque "Queen Anne" addition. Eastward the settlement is dense for a mile to the crest of the highest ridge, and for nearly two miles more, to the shores of Lake Washington, there are two well-peopled belts, lately redeemed from the forests, along the routes of the Madison Street and the Jackson Street cable roads. Southward the city stretches out for more than a mile through a district devoted largely to lumber



HON. WATSON C. SQUIRE, U. S. SENATOR FROM WASHINGTON.

manufacturing, railway movement and coal shipment. On the west is the bay and beyond the bay rises the noble headland of West Seattle, where a cable road climbs the steep acclivity from the ferry and takes passengers to their homes on a plateau which commands one of the grandest views in the world—the Sound and the Olympic Mountains on one side and the busy harbor, the city and the Cascade Mountains on the other.

Back of the wharves the first street is West, which is mainly occupied by produce warehouses and factories. Then comes Front Street and its southern extension, Commercial Street, solidly built with tall blocks for over a mile. Commercial is largely a wholesale street and Front is the

chief shopping street of the city. It has now a strong rival in Second Street, the next parallel thoroughfare, which runs on the second bench above the bay and can boast of many of the largest business blocks in the city. Before the fire this broad and handsome street was occupied by residences only. Third Street now begins to develop as an avenue of retail trade. About a dozen of the cross streets, such as Washington, Yesler, James, Cherry, Columbia and Marion, between West and Third, are fully occupied by business houses, and away out north, half a mile from the square I have referred to, which is now the heart of traffic, is a busy retail thoroughfare called Pike Street, which is related to the street movement of Seattle almost precisely like Market Street is to that of San Francisco. It runs in a valley between the hills and is the outlet to the populous Lake Union district.

GROWTH OF SEATTLE.

The remarkable growth of the city is strikingly shown by the following statistics. The population by years since 1870 has been as follows:

| Census | Year. | Pop. |
|--------------------|-------|--------|
| United States..... | 1870 | 1,107 |
| Territorial..... | 1875 | 1,512 |
| United States..... | 1880 | 3,533 |
| Territorial..... | 1883 | 6,645 |
| Territorial..... | 1885 | 9,786 |
| Directory..... | 1887 | 12,167 |
| City..... | 1888 | 19,116 |
| Territorial..... | 1889 | 26,740 |
| City..... | 1890 | 43,467 |
| United States..... | 1890 | 43,847 |

A feature of the growth of Seattle has been the growth of its suburbs, which may very properly be considered as belonging to the city. The census returns show these to have a population as follows:

| | |
|----------------------------|-------|
| West Seattle precinct..... | 1,100 |
| Mercer Island..... | 132 |
| Bullard..... | 1,173 |
| Fremont..... | 803 |
| Edgewater..... | 192 |
| Latona..... | 116 |
| Green Lake..... | 110 |
| Ravenna..... | 51 |
| Woodland..... | 13 |
| Duwamish..... | 1,007 |
| Ross Station..... | 218 |
| Total..... | 4,915 |

The total population of the metropolitan district of Seattle was, therefore, in June, as follows:

| | |
|--------------|--------|
| Seattle..... | 43,847 |
| Suburbs..... | 4,915 |
| Total..... | 48,762 |

It is a very moderate statement to say that the population of Seattle has increased since the June census to 48,000 and its suburbs to 6,000, making a total in the metropolitan district of 54,000.

The school census is taken each year. For the past eleven years it has been:

| Years. | Children. | Increase |
|-----------|-----------|----------|
| 1880..... | 1,462 | 131 |
| 1881..... | 1,580 | 118 |
| 1882..... | 1,877 | 297 |
| 1883..... | 2,675 | 798 |
| 1884..... | 2,826 | 151 |
| 1885..... | 2,901 | 75 |
| 1886..... | 3,069 | 168 |
| 1887..... | 3,594 | 525 |
| 1888..... | 5,800 | 2,215 |
| 1889..... | 9,246 | 3,439 |
| 1890..... | 11,156 | 1,910 |

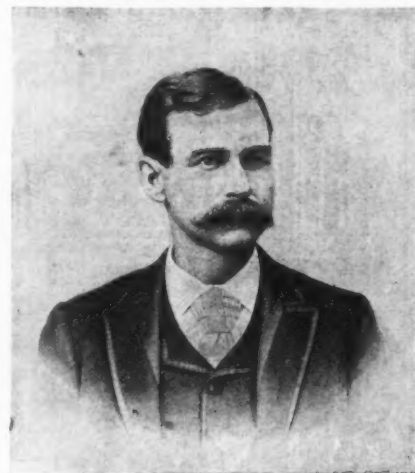
The assessed valuation of property for the past eleven years has been:

| Year. | Amount. | Year. | Amount. |
|-----------|-------------|-----------|-------------|
| 1880..... | \$1,626,275 | 1886..... | \$5,586,066 |
| 1881..... | 1,696,775 | 1887..... | 7,236,385 |
| 1882..... | 4,039,539 | 1888..... | 10,294,320 |
| 1883..... | 5,919,385 | 1889..... | 16,016,900 |
| 1884..... | 8,906,681 | 1890..... | 26,431,455 |
| 1885..... | 5,638,565 | | |

SEATTLE AS A SEAPORT.

There is no ship that sails the high seas that cannot come safely and expeditiously to the wharves of Seattle. Ocean commerce in lumber gave the place its first start. Coal was the second great staple of shipment and wheat has very lately been added as the third. The lumber goes

to South America, Mexico and Australia and is even shipped around Cape Horn to New York, where it competes with the lumber of Canada, Michigan and Wisconsin, so excellent is its quality, especially in timbers of large dimensions for buildings and bridges. The coal from the neighboring mines finds its chief market in San Francisco. The wheat goes around the Horn to the European markets of Liverpool, Southampton, Havre and Bremen. The lumber resources of the Puget Sound region are practically limitless so far as the possibilities of their exhaustion in a century to come are concerned. The coal fields, lying along the base of the Cascade Mountains



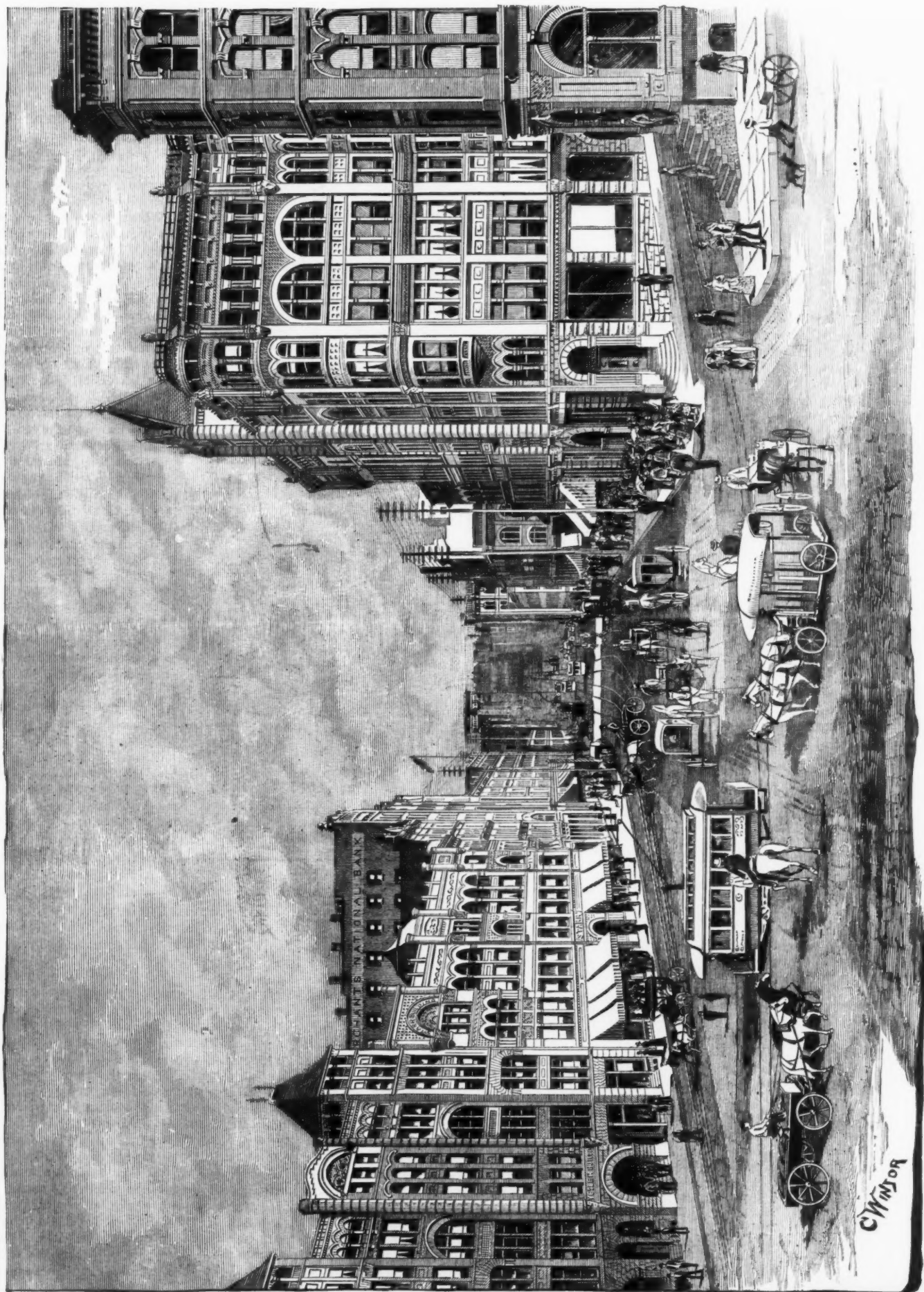
HON. HARRY WHITE, MAYOR OF SEATTLE.

have barely been touched here and there by the operations of the present time and when the demands upon them are a hundred fold what they are to-day they will still be inexhaustible. The wheat fields of the great, fertile rolling plains of interior Washington and Oregon and of Northern Idaho are only in the first stage of the reproductive capacity. It is therefore only reasonable to predict a steady expansion of the ocean commerce of Seattle in these three chief staples of tonnage.

According to the estimate given in the Seattle *Telegraph* the wheat yield of Washington for 1890 was about 21,000,000, as nearly as can be estimated, against less than 4,000,000 in 1889 and 9,000,000 in 1888. The yield of oats in 1890 was about 3,500,000 bushels, 2,500,000 of which were produced in Eastern Washington and the remainder in the Skagit and other valleys west of



EX-MAYOR H. L. YESLER, OF SEATTLE.



SEATTLE.—VIEW ON FRONT STREET, LOOKING NORTH FROM OCCIDENTAL SQUARE.

the Cascades. The yield of barley, as near as can be gathered, was about 4,500,000 bushels, almost all of which was produced in Eastern Washington. This makes a total grain yield for the year of about 29,000,000 bushels.

Prior to the building of the Northern Pacific Railroad over the Cascade Mountains to Puget Sound all the wheat surplus of Eastern Washington and Eastern Oregon went by the Columbia River route to Portland and was there shipped to foreign ports. The new railroad brought Tacoma into the field as a competitor with Portland for this important trade and twenty-nine cargoes were shipped from that port in 1888. Seattle was hampered at first in efforts to become a wheat shipping port by the fact that the only railroad connecting her with the Northern Pacific was not owned by that company and an extra rate was charged on grain billed to her wharves over that billed to Tacoma. Last year this little connecting line, popularly known as the "Orphan Road," passed into N. P. control and Seattle prepared to enter the race for grain consignments by building the largest grain warehouse and elevator to be found on the Pacific Coast and connecting it with the N. P. tracks by a terminal road across the bay. This warehouse is 513 feet long by 121 feet wide with an elevator forty by ninety feet, 100 feet high above the center of the building. There are two floors for storing grain in sacks and the entire storage capacity of the concern is 2,500,000 bushels. Cars are run in on both floors and chutes extend over the wharves where vessels load. The loading of a ship at one of these chutes occupies only a day's time. With this important improvement Seattle is in good shape to get a large proportion of the increasing wheat yield of the interior.

The State of Washington produced in 1890 bituminous coal to the value of about \$5,000,000. The product stated by counties and compared with that of 1889 was as follows:

| | 1889. | 1890. |
|--|------------------|------------------|
| King County..... | 391,183 | 498,018 |
| Kittitas County..... | 238,431 | 450,069 |
| Thurston County..... | 296,000 | 389,000 |
| Pierce County..... | 256,313 | 384,976 |
| Total..... | 1,181,927 | 1,722,063 |
| Increase of 1890 over 1889..... | | 540,136 |

The output of the King County mines comes to Seattle for shipment by sea. That of the Pierce County mines is shipped at Tacoma. The Thurston mines are chiefly at Bucoda, on the Northern Pacific Railroad, between the Sound and the Columbia River. Those of the Kittitas County are at Roslyn, east of the Cascade Mountains, and are worked for railroad consumption and to furnish fuel to the towns of Eastern Washington. The principal mines of King County, in which Seattle has an immediate interest, with their product for 1889 and 1890 are given in the following statement:

| | 1889. | 1890. |
|--------------------|----------------|----------------|
| Franklin..... | 113,927 | 130,189 |
| Newcastle..... | 87,825 | 73,545 |
| Gilman..... | 55,362 | 67,820 |
| Black Diamond..... | 97,744 | 172,320 |
| Durham..... | 22,319 | 31,697 |
| Cedar River..... | 14,406 | 22,547 |
| Totals..... | 391,183 | 498,018 |

LUMBERING AND TIMBER RESOURCES.

During the past year the mills of Puget Sound shipped 162 cargoes of lumber. A very large quantity was sent eastward by rail for the rebuilding of Spokane Falls and Ellensburg and also for the current demands of all the rapidly growing country in Eastern Washington. There was also an enormous home consumption in Seattle. Many of the largest mills on the Sound are located in coves where there are special advantages for procuring a log supply, and with their dependent population of mill hands and loggers and their families they create considerable villages of their own, but the trade of most of these saw-mill towns is centered in Seattle by the fleet of steamboats owned in the city, which reach every nook and corner of the labyrinth of navigable waters formed by the Sound, with its bays, channels and tributary rivers. Seattle has always derived a large share of her prosperity from this lumber trade. In the city itself and its near suburbs of Ballard, Yesler, Latona and Ravenna, there are saw mills, shingle mills and factories for working up lumber which employ in all 1,200 hands, and pay out for labor nearly a

feet the first year to 5,000,000 in 1860; to 10,000,000 in 1870; to 40,000,000 in 1880, and to 250,000,000 in 1890. Comparatively little of this lumber has been exported, and less of late years than at any period previous, about all being consumed in building operations and improvements at home. The timber industry gives annually \$3,000,000 worth of high-priced employment to the workmen of King County.

SEATTLE AS A RAILROAD CENTER.

The central position of Seattle, in relation to the trade of the Puget Sound basin, which made it at an early day the focus of steamboat lines, placed it at a disadvantage for a time in the matter of railway facilities, for the Northern Pacific, building north from the Columbia River, reached the Sound at Tacoma in 1873 and halted there; and when it built its direct road across the Cascade Mountains in 1886 it came down to Puyallup Valley, utilizing its old road to the coal fields and thus making its transcontinental highway pass on to Tacoma thirty miles south of Seattle. A connection was at once made with this line by a local road, starting from Seattle, but this arrangement was but a lame one at best,

involving higher freight charges and delays to passenger travel. In January, 1890, the so-called "Orphan Road" was bought by the N. P. outright for \$1,000,000 and Seattle thus became one of the tide-water terminals of the Northern, with freight and passenger advantages equal to those of its rival up the Sound. The Northern, with its characteristic energy, did not rest on this acquisition, but proceeded to occupy the entire country north of Seattle to the British boundary. Seattle had made a courageous effort, in 1887 and 1888, to extricate herself from her semi-isolated situation at one side of the main currents of railway movement by organizing a company to build across the Cascades and through the valleys and plains of Eastern Washington to Spokane Falls.



KING COUNTY COURT HOUSE, SEATTLE.

million of dollars annually. The value of the output of these home industries is estimated at \$3,500,000 for 1890. The total Puget Sound output of lumber has not been made up for 1890. For 1889 it was 784,183,000 feet, with 142,052,000 laths and 8,200,000 pickets. For the same year the total cut of shingles in the State was 900,000,000.

It is estimated that one-half of the area (2040 square miles) of King County, of which Seattle is the county-seat, is covered with timber. The chief varieties are fir, cedar, spruce, hemlock, maple, cottonwood, alder and ash, with some pine, oak, yew, madrona and dogwood. An estimate of 20,000 feet per acre and 800,000 acres will give evidence of 16,000,000,000 feet of timber still standing. This resource was availed of at an early day, the first steam saw mill on Puget Sound being built at Seattle thirty-eight years ago. The lumber cut from that time to this has steadily increased, the single, small, primitive saw mill of 1852 being succeeded by a score of mills in 1890, several of them first-class in every particular, and the product of merchantable lumber having risen from a few hundred thousand

This corporation, called the Seattle, Lake Shore & Eastern, built from Seattle eastward to the foot of the mountains and northward to Snohomish, and also constructed a fifty-mile link westward from Spokane Falls to Davenport; but it failed to secure sufficient financial backing in the Eastern money market to go on with its great enterprise and its lines have recently passed into the hands of the Northern Pacific. The roads it built west of the mountains are being made by the N. P. the beginning of an extensive system penetrating the whole Puget Sound basin between the Sound and the Cascades. That company has already built to a connection with the Canadian Pacific at the boundary, and from Sedro, on this new northern extension it has lately acquired control for operating purposes of a road built by the Oregon Improvement Company to Anacortes, a fine port at the mouth of the Skagit River. Thus it turns out that the N. P., which Seattle used to regard as her enemy, is of incalculable benefit to the city by giving her an Eastern outlet on equal terms with Tacoma and by bringing to her the

trade of all the extensive regions of the Lower Sound basin. At present the N. P. controls all roads running into Seattle, but it will soon have a rival in the Great Northern, which is now building from Seattle northward and is looking for a favorable pass to carry a line through across the mountains. The Great Northern, by its purchase from Nelson Bennett of the Fairhaven Southern and its extension of that line to the British boundary has now a good deal of road in actual operation in Western Washington, and by next Summer it will be running its trains into Seattle.

The Union Pacific has located a line from Portland to Seattle by way of Tacoma and has done a good deal of construction upon it, but when Charles Francis Adams was succeeded by Sidney Dillon in the presidency of that corporation all work was stopped. The plan agreed upon before this change of policy occurred was for the Union and the Great Northern to own and use this line jointly. Now the prospect is that the Great Northern will build it alone. That one or the other of these two companies will complete the line during the next two years is certain. This is of far less importance to Seattle, however, than the railway movements in the country north of her, which she can fairly claim as her exclusive trade territory. Those movements have already resulted in the occupancy of that large, new and promising region by two competing corporations, each making a connection with the Canadian

Pacific and each sure to put forth great exertions to develop the resources of the region in coal, iron, lumber and agricultural production. That region, until lately only accessible along the water courses by small steamboats is now teeming with new life and abounds in new enterprises in town building, mining, lumbering and farming. In two years the Great Northern will get

of the city in the coal trade it brings and also in its local passenger and freight business. It was Seattle's first railroad and was built in the early days of the development of the Puget Sound Country.

A GREAT IRON INDUSTRY ASSURED.

An immense deposit of iron ore was years ago discovered near the Snoqualmie Pass in the Cascade Mountains, about sixty-five miles east of Seattle. To reach this ore was one of the motives for the building of the Seattle, Lake Shore & Eastern Railroad. Many projects for developing mines and smelting the ore have been formed since the importance of the discovery was fully understood but until very lately there have been no tangible results. Large capital was required and large experience, too, for assurance of success in building up a great iron industry on the North Pacific Coast. An English concern, the Moss Bay Company, promised at one time to go ahead with both mining and smelting, but after two years of desul-

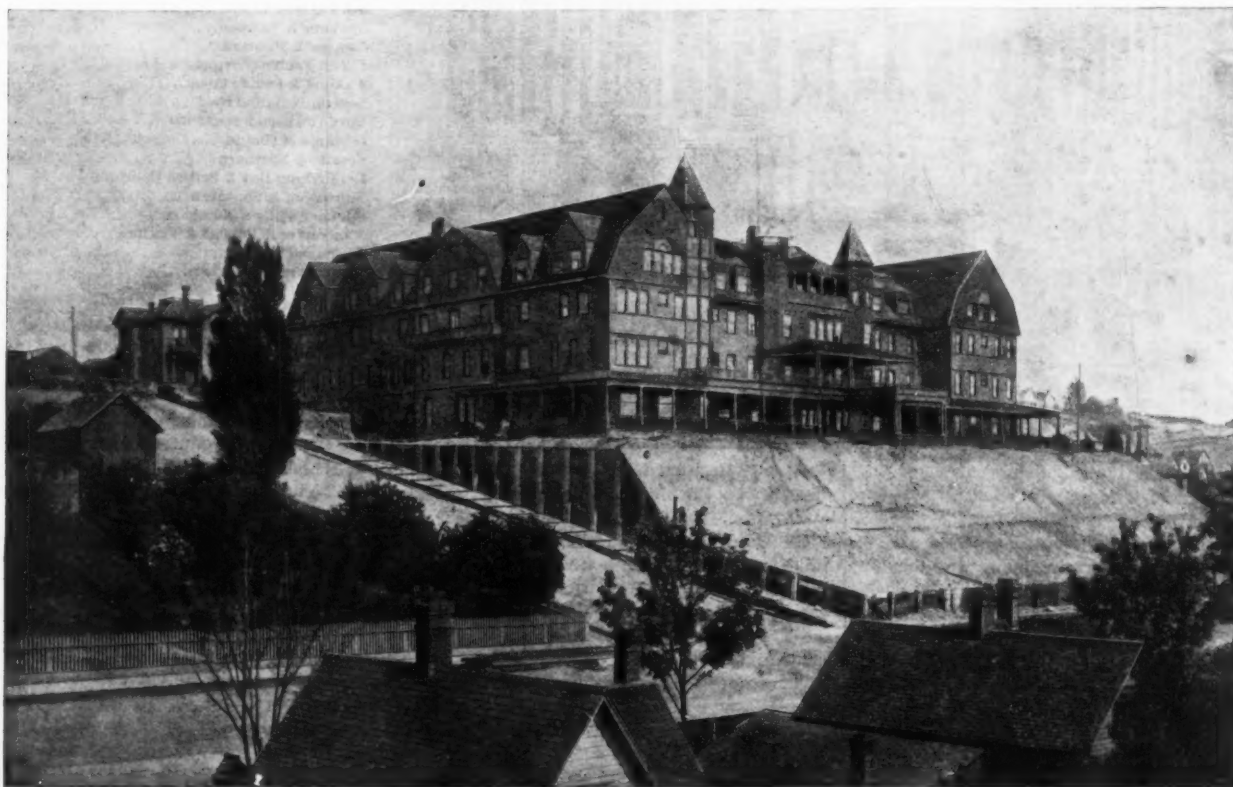
tory effort it left the fields to a successor known as the Great Western Iron and Steel Works. This new company has among its stockholders such men of large wealth as Gen. Russell Alger, of Detroit, Joshua M. Sears, of Boston, H. A. Noble, of Des Moines, and Jacob Furth and L. S. J. Hunt, of Seattle. It also includes Peter Kirk and W. W. Williams, practical iron masters, formerly of England. This company is going to spend a million of dollars the present



SEATTLE.—THE HOTEL DENNY.

over the mountains and connect its main line in Montana with its Puget Sound system and then Seattle will have a second transcontinental highway to the East.

There remains to mention the Columbia & Puget Sound Railroad, which runs out from Seattle's wharves to the coal fields of Newcastle and Renton and is about thirty miles long. This road belongs to the Oregon Improvement Company. It is of great importance to the business



SEATTLE.—THE HOTEL RANIER.

year. It has established for its furnaces and foundries the town of Kirkland, on the eastern shore of Lake Washington and on the new belt line of the Northern Pacific and the main line of the Seattle, Lake Shore & Eastern. The latter company is to build at once a short branch to the Denny mine, near the present terminus of its road. The ore of the Denny mine will make Bessemer steel. It runs from sixty-eight to seventy-one in metallic iron and has the requisite for the Bessemer process of being low in phosphorus, its analysis showing only from .031 to .039.

The value of the Denny mines is greatly enhanced by the proximity of a great ledge of limestone, whose use as a flux in the reduction of iron ore is indispensable. This natural adjacency of iron and limestone is said to exist nowhere else

SUNDRY STATISTICS SHOWING SEATTLE'S GROWTH AND PROSPERITY.

The following statements in relation to the business interests of Seattle are found in the annual number of the *Post-Intelligencer*, issued on January 1st.

Seattle has eight national banks, two private banking concerns, a branch of the Bank of British Columbia, and two savings banks. Many of the banks occupy costly buildings of their own. Their aggregate deposits are over \$7,000,000, and increased \$1,242,000 from January 1st, 1890, to January 1st, 1891. The aggregate annual transactions at the clearing-house for 1890 were \$56,731,713.

During the year 1890 there were in the Puget Sound customs district 1,484 entrances of vessels from foreign ports and 637 of vessels from coast

be heard any Sunday in any of the following languages—English, German, Swedish, Norwegian, Welsh, Polish and Hebrew.

The number of pupils enrolled for the public schools is 7,804; an increase of 2,274 over 1889. There are nine public school buildings, all of them of creditable size and architecture. The Catholics have an excellent school for girls called the Academy of the Holy Name.

At the head of educational institutions of Seattle, must be placed the State University, which is located within the city's boundaries. The city has grown up around its beautiful campus, not only clamoring for the space, but making the land so valuable that ample means will be had, together with a State appropriation, to insure adequate accommodations and a suitable building elsewhere. This institution, in common with the schools of the city, suffered temporarily by the pressure upon its capacity. It has only 287 students, which seems a small number, but the buildings will accommodate no more, and the edifice is so situated that it would be highly inconvenient to have auxiliary departments. Dr. T. M. Gatch, A. M., Ph. D., is president of the faculty, and he is assisted by an able body of professional associates. The board of regents, is composed of the following gentlemen: Hon. John Leary, President of the Seattle Chamber of Commerce; Judge Thomas Burke, General J. W. Sprague and Hon. J. P. Judson, of Tacoma; Hon. J. J. Browne, of Spokane; Hon. John F. Govey, of Olympia, and Hon. P. B. Johnson, of Walla Walla.

In the State of Washington, during 1890, new railroad track to the aggregate of 372 miles was laid and there are 915 miles now under construction. Much of this new mileage is of direct and immediate benefit to Seattle and all of it will add to the city's trade by its development of new regions for settlement.

The track now under construction is shown in the following table:

| | Miles. |
|-------------------------------------|--------|
| Gray's Harbor road (N. P.) | 106. |
| O & W. T. (Gray's Harbor road) | 62. |
| Central Washington | 21 61 |
| Seattle, Lake Shore & Eastern | 82 5 |
| Green River & Northern | 21. |
| Seattle Belt Line | 23. |
| Spokane & Palouse | 70 |
| Seattle & Montana | 81. |
| Union Pacific (Portland to Seattle) | 175. |
| Yakima & Pacific Coast | 56. |
| Seattle Terminal road | 4.5 |
| Port Townsend Southern | 110. |
| Olympia & Tenino | 16. |
| Seattle & Northern | 36. |
| Bellingham Bay & British Columbia | 23.3 |
| Fairhaven & Southern | 24. |
| Spokane Falls & Northern | 25. |
| Vancouver, Klilkitat & Yakima | 6. |
| Ellensburg Coal road | 2.5 |
| Ellensburg & Northern | 6. |
| Total | 951.41 |

The jobbing business of Seattle for 1890 is estimated at \$31,000,000, including lumber and coal—an increase of \$11,000,000 over the previous year.

The manufacturing concerns of Seattle employ 4,200 men and produced an output in 1890 valued at \$11,000,000.

The hop fields of Washington produced 38,000 bales, or 6,820,000 pounds last year, bringing \$1,705,000 to the growers. About one million dollars was their profit over the cost of production.

CLIMATIC CONDITIONS OF THE PUGET SOUND BASIN.

You can only understand this peculiar Puget Sound climate by actual experience; no amount of reading about it will make an adequate impression on your mind of its novel features. The latitude, as you will see by glancing at any map of the United States, is the same as that of Maine, New Hampshire and Vermont in the East, and Northern Minnesota and North Dakota in the



SEATTLE.—THE BURKE BUILDING.

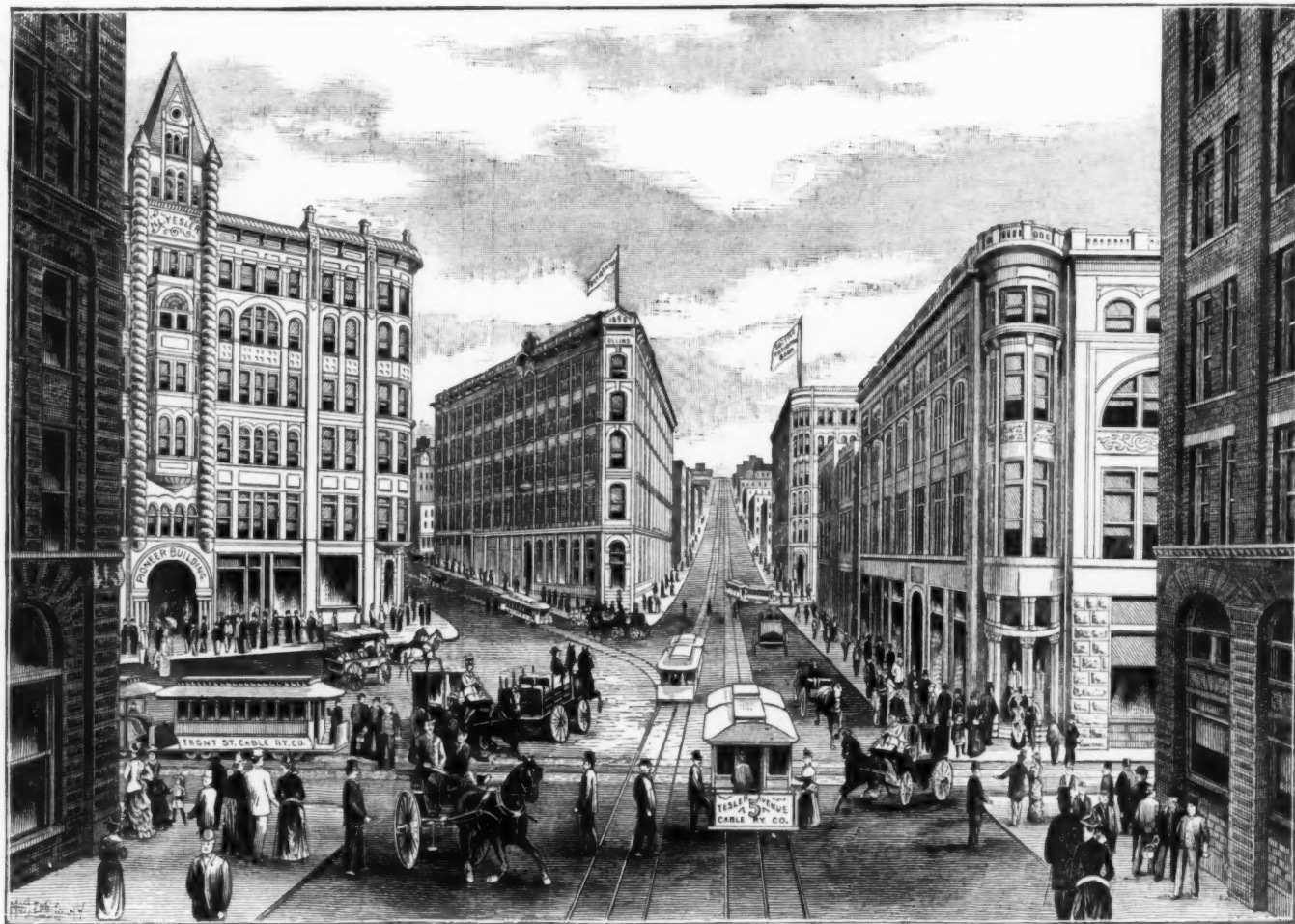
in the world. The immediate presence of coking coal is a third very important factor in the cheap reduction of the ore. The convenience of coal, limestone and the raw iron reduces the cost of steel manufacture to a minimum. Freights for iron from the nearest Eastern reduction works are \$22 per ton; a difference that, with cheap production, gives the Seattle works a practical monopoly of the entire Pacific Coast. The market of the Kirkland works will be the Pacific Coast and China and Japan, which will unquestionably use enormous supplies of steel rails during the next few years. It is estimated that the demand for rails on the Pacific Coast alone for the next few years will be sufficient to test the full capacity of the works.

ports. Their total tonnage was 1,886,273. The foreign exports for 1890 aggregated in value 4,092,147, an increase of \$1,080,465 over 1889.

The building record for 1890 shows that 2,160 buildings were erected in the city at an aggregate cost of \$10,680,461; of this amount \$5,041,800 was spent for brick and stone buildings inside the fire limits. On street railways, gas and electric works there was expended \$1,229,000.

There were 13,804 deeds filed during 1890, and the real estate transfers aggregated \$23,387,727, a gain over 1889 of \$8,331,933.

There are now fifty-four churches in Seattle, with an aggregate membership of over 10,000. During the year following the great fire fifteen church edifices were erected. Preaching may



SEATTLE.—OCCIDENTAL SQUARE, LOOKING UP YESLER AVENUE.

West. I write this on the tenth of January, and I have just seen in bloom in the garden of a friend whose home stands on the highest ridge in Seattle, 400 feet above tide water, the following familiar plants: Red and white daisies, carnations, mignonettes, violets, pansies, callopsis, marigolds, and nasturtiums. I also saw rose buds nearly ready to open and my friend said his wife had plucked a full blown rose the day before. The turf on the dooryard was as green, fresh and thick as that on a well watered lawn in St. Paul in the month of June. Now, to match this January display of verdure and flowers on the Atlantic Coast you must go as far south as Florida. To match it in Europe you must go to the South of France. The weather reminds me much of mid-Winter in New Orleans. It rains a great deal—not every day but every two or three days, in an indecisive sort of a drizzle, with rarely a heavy shower. The mornings are foggy, but in the afternoons the sun peeps out now and then. During the week past there has been two light touches of frost. The day range of the thermometer is from fifty to sixty and the night range from thirty-five to forty-five. While this is a mild Winter it is by no means a phenomenal one. A year ago there was considerable snow, but two years ago, so a gardener told me, people dug their potatoes and other fruits from the ground all Winter as they needed them for use. The pastures are still green in the valleys and cattle graze out as though it were already Spring. Many species of birds do not migrate. Crows, blackbirds and wild ducks do not leave their usual haunts. Out-door work goes on as usual. In the houses open grate fires of soft coal to take the chill off the air, suffice for warmth. In walking about the streets you do not need an overcoat, but in riding on the open street cars one is

required for comfort. As in New Orleans the cigar stores, fruit stores and meat and provision markets have open fronts and are closed only when they shut up for the night. A seal-skin sacque is the unfailing sign of a lady recently from the East and a heavy overcoat points out a man as a newcomer who has not yet adapted his clothing to the climate.

In fact there are only two seasons on the Pacific Coast—the wet and the dry. The wet season lasts about five months here on Puget Sound and the other seven months of the year may be described as a cool Summer. In exceptionally warm Julys and Augusts the thermometer has been known to touch ninety, but even in such a hot spell you are comfortably cool in the shade, whether it be that of a roof, an awning or a tree. The sun's rays are hot but the air never seems to get thoroughly heated. At night it is always cool enough for one or two blankets. There are disagreeable features connected with the wet Winters, the chief of which is the mud in the roads and streets. As the country becomes well settled, plank roads will be built in all the farming districts, for fir planks are cheap and durable. Paving in the cities means planking a street from side-walk to side-walk. I do not hear that the great amount of moisture in the air is detrimental to health; on the contrary the human organism, like that of vegetation, seems to thrive on it. The children born here have rosy cheeks and well rounded limbs. People migrating from the East are apt to grumble a good deal the first Winter, but after two or three years' stay on Puget Sound they say they would dread to go back to a country of cold Winters. An old resident of Western Washington who goes East in Winter is pretty sure to say that he could not be hired to live in such a horribly cold country.

PUGET SOUND—SUMMARY FOR THIRTEEN YEARS.

| YEAR. | Highest Temperature..... | Lowest Temperature..... | Rainfall, inches..... | Snowfall, inches..... |
|-----------|--------------------------|-------------------------|-----------------------|-----------------------|
| 1878..... | 94 | 26 | 46.38 | None |
| 1879..... | 86 | 22 | 64.87 | 5.25 |
| 1880..... | 92 | 20 | 49.36 | *79.75 |
| 1881..... | 84 | 25 | 53.82 | 27 |
| 1882..... | 88 | 21 | 42.53 | 20.50 |
| 1883..... | 84 | 12 | 34.85 | 5 |
| 1884..... | 92 | 7 | 34.63 | 33.25 |
| 1885..... | 87 | 29 | 43.68 | 8 |
| 1886..... | 90 | 16 | 34.32 | 19 |
| 1887..... | 88 | 14 | 40.09 | 19.50 |
| 1888..... | 87 | 3 | 30.97 | None |
| 1889..... | 86 | 32 | 37.88 | None |
| 1890..... | 86 | 10 | 28.31 | 4 |

*Greatest snow on record.

THE RECORD FOR 1890.

The Seattle weather record for the past year is as follows:

| MONTH. | Highest Temperature..... | Lowest Temperature..... | Mean Temperature..... | Rainfall, inches..... |
|----------------------------|--------------------------|-------------------------|-----------------------|-----------------------|
| December, 1889..... | 52 | 24 | 38 | 3.94 |
| January, 1890..... | 50 | 10 | 33 | 7.71 |
| February..... | 52 | 12 | 35½ | 4.88 |
| March..... | 58 | 20 | 44½ | 2.80 |
| April..... | 76 | 25 | 46½ | 1.54 |
| May..... | 78 | 37 | 56 | 1.03 |
| June..... | 86 | 42 | 57½ | 1.65 |
| July..... | 86 | 45 | 64½ | 0.50 |
| August..... | 84 | 45 | 63 | 0.26 |
| September..... | 76 | 40 | 56½ | 0.07 |
| October..... | 58 | 34 | 50 | 3.09 |
| November..... | 58 | 34 | 46½ | 0.74 |
| Rainfall for the year..... | | | | 28.31 |

FARMING IN THE PUGET SOUND BASIN.

Where are the farm lands? asks the tourist, as he sails on Puget Sound and sees dense green walls of forests rise on every shore, broken only at long intervals by saw mills, villages and towns, and dominated on every horizon by huge moun-

tain peaks. He begins to doubt that there is really any agricultural industry to speak of in the whole region. In fact, there is a good deal of cultivation, but it hides itself in the narrow valleys of the streams and nowhere makes a show on the water front of the Sound, save on some of the islands, where fine orchards are visible from the decks of passing steamboats. Every stream heading in the mountains forms a nearly level valley, narrow, but very rich, as soon as it gets down to the rolling plains that lie between the mountains and the tide water. Some of these valleys are fifty, sixty or seventy miles long, with a width of from one to three miles. These valley lands bear a selling price which appears exorbitant to the farmer newly arrived from the East. When cleared and under fence they are worth from \$150 to \$300, and even more, per acre. Their alluvial soil is of inexhaustible fertility, and their actual value to the owners, in their yield of hops, vegetables, fruits and pasturage for dairy cattle is fairly shown by the money it takes to buy them. I saw a field of five acres six miles from Seattle, on the Dwamish River, that sold the other day for \$800 an acre, and the purchaser does not intend to plat it for town lots, either. He is a market gardener, and he will soon become well fixed from the produce he will raise on that little \$4,000 piece of land. The cost of clearing the vine maples, alders and occasional big firs from bottom lands is from \$75 to \$100 per acre. Of course, grain raising is not much in vogue on lands involving such an expenditure of capital per acre, but there are, at the mouths of several of the rivers, extensive stretches of tide flats, which are diked and cultivated for oats, with enormous returns. A farmer on the tide flats of the Skagit River, who has farmed his land for eighteen successive years, says that his yield last year was 150 bushels of oats to the acre, and the lightest yield in all the time was 100 bushels per acre. The ridges between the streams are heavily timbered with fir and spruce. They will never be cleared for general farming, but they are valuable for fruit culture. Apples do very well, but some care must be taken to prevent the moss from getting entire possession of the limbs of the trees. Orchards on the islands in the Sound have averaged a product of \$300 per acre this past year, and in some cases have yielded as high as \$500. There is a good profit in small fruits, also, and in all kinds of garden stuff.

It is a long look ahead to a time when the fir uplands will be much used for farming, but they will become valuable for stock-raising, for they produce spontaneously a good growth of native grasses as soon as partially cleared by the operations of the lumbermen. The valley lands will be rapidly improved, and under a system of "high farming," will support a large population. The cities, mines and lumbering camps will always take all the products of these rich lands at good prices. Dairying, fruit culture, gardening and poultry raising are very profitable occupations in all this Puget Sound region, and will continue to be so.

THE SEATTLE CHAMBER OF COMMERCE.

Every town in the West has a chamber of commerce, or a board of trade, which is the same thing, and they are good talking bodies, as a rule, and useful in crystallizing public opinion and giving direction to enterprise in many ways; but in very few places have I found an organization of this character as independent financially, as active and as efficient as the Chamber of Commerce of Seattle. It occupies the whole of a spacious building, originally erected for a large dwelling by the Hon. John Leary, and in this building it not only has the customary offices, reading room and board room, but it also gives to a caterer the privilege of running a restaurant, so that the place is an elegant club as well as a center for plans and work for the advancement of the city. The Chamber is incorporated, with a capital stock of \$30,000, in shares of \$100 each. It has a membership of over 350 and is



MOUNT RAINIER, FROM LAKE WASHINGTON.

governed by a board of fifteen trustees, who meet every Monday morning. The present official organization of the Chamber is as follows:

John Leary, President; E. O. Graves, Vice-President; C. H. Kittinger, Second Vice-President; R. T. Wittler, Treasurer; J. W. Dodge, Secretary; Percy W. Rochester, A. P. Mitten, Herman Chapin, W. E. Bailey, Thos. W. Prosch, A. Holman, G. Davies, G. H. Heilbron, U. R. Niesz, Jacob Furth, Trustees.

FOUR PROMINENT SEATTLE MEN.

United States Senator Watson C. Squire has long been very prominently identified with the business development of Washington as well as with its political affairs. He was born at Cape Vincent, New York, in 1838, and was prepared for college at seminaries in Fulton and Fairfield. In 1859 he graduated at the Wesleyan University, in Middletown, Conn., and at once began the profession of teaching. He soon became president of the Moravian Institution, at Moravia, N. Y., but on the breaking out of the Rebellion he left his books for the field, enlisting in the

Nineteenth New York Infantry. He was mustered out as a lieutenant when the term of that regiment expired and began the study of law, and was admitted to practice in the Supreme Court of Ohio. In 1862 he raised a company of sharpshooters, and was elected its captain. He saw hard service and took part in the battles of Chicamauga, Chattanooga, Nashville and Resaca. He was three times promoted, and at the close of the war was judge advocate of the military district of Tennessee. Engaging in business with the Remington Arms Company, he made a thorough study of breech-loading arms and was given the important position of manager of the company. In this capacity he visited Europe and made large sales of arms to foreign governments. In 1876 he purchased considerable property in Washington Territory, and in 1879 came to Seattle to live and to manage his landed and other interests. He at once took a leading part in building up the young city. In 1884 he was appointed Governor of the Territory and served three years in that capacity. When the State was admitted, in 1889, Gov. Squire was sent to Washington as one of its representatives in the United States Senate. He is a man of fine personal appearance, genial social qualities and broad experience in business and public life. Much of his ample fortune has been made in the wonderful development of Seattle.

John Leary, President of the Seattle Chamber of Commerce, is a native of St. Johns, New Brunswick, and in the early part of his business career was engaged in heavy lumbering operations in that province and in Aroostook County, Maine. He was a prominent man in public affairs in New Brunswick before removing to the West and at one time was a candidate for Parliament, but was defeated in the election. In 1869 he came to Seattle and engaged in real estate transactions and in the opening of coal mines and in promoting the construction of railroads. In connection with John Col-

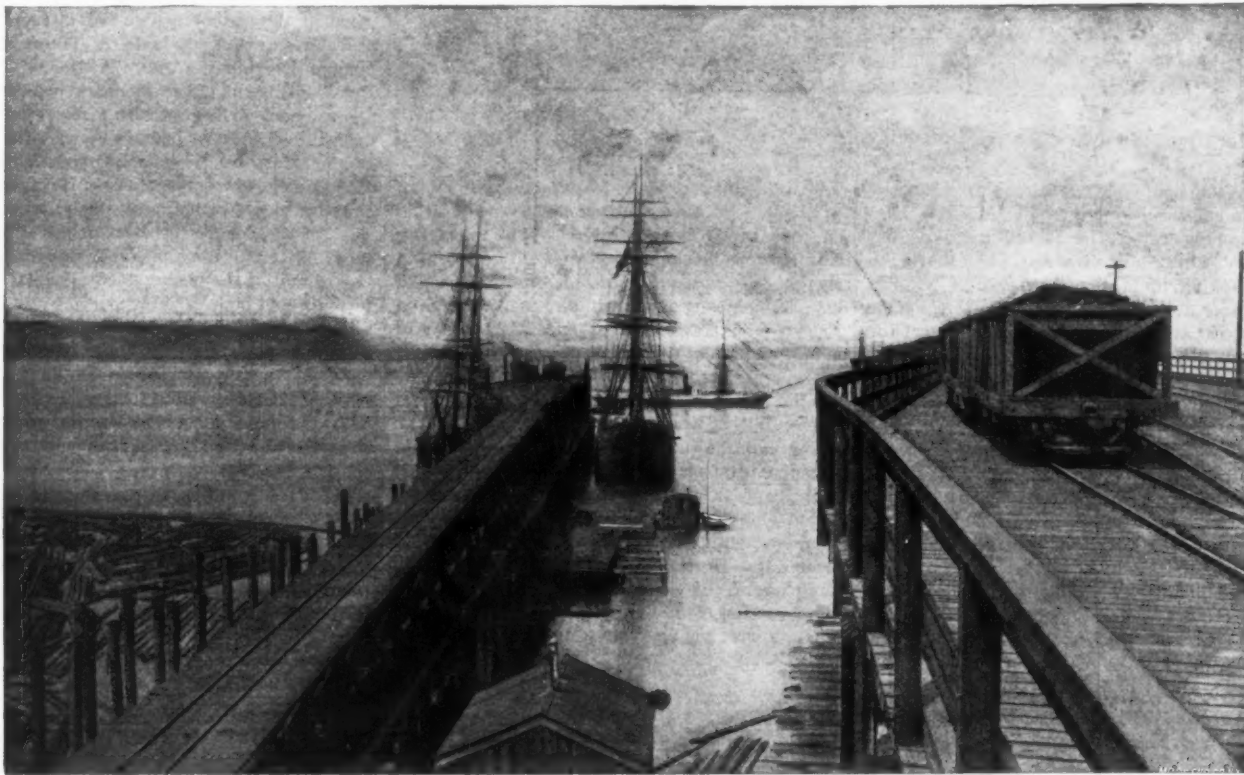
lins he opened the Talbot coal mine and organized the Seattle & Walla Walla Railroad, which built a line to the coal mines. He organized a company for supplying Seattle with gas, and was its President until he sold out in 1887. The water system, established in 1882, was another of his public enterprises. In 1883 and 1884 he was Mayor of Seattle. He was one of the most active promoters of the Seattle, Lake Shore & Eastern Railroad, and also of the Seattle cable and electric railroad systems. He was admitted to the bar in 1871, and was for eight years a member of the firm of McNaught & Leary, and subsequently of Haines, Struve & Leary. In 1881 he retired from law practice. He has had more or less to do with newspapers during nearly the whole period of his residence in Seattle. The *Dispatch* was started by him, and afterwards the *Post*, and he for a time held an interest in the *Post-Intelligencer*. Recently he has had a large share in the work of building up the suburb of Ballard. He is a heavy backer of many of the most important enterprises in the city—railroads, steamboats, street

railway lines, banks and manufactories. In January, 1891, he was re-elected to the Senate for the full term of six years, beginning March next.

Henry L. Yesler is one of the oldest, most successful and public spirited citizens of Seattle, and is almost entitled to be called father of the town. He is a native of Leitersburg, Washington County, Maryland. He received a common school education and learned the carpenter's trade, serving an apprenticeship of three years for \$25 a year and his board. He was allowed, however, to earn a little extra money by working in the fields during the harvesting season. At the end of his apprenticeship he found himself in possession of \$31, which he had saved, and started out to see the world. As a journeyman carpenter he worked in Massillon, Ohio, and in Cincinnati, Natchez, Mobile, New Orleans, New York, Philadelphia and Washington, coming back to Massillon in 1840 to settle down, form a partnership in the building trade and get married. In 1851 he emigrated to Portland, Oregon,

ever to grow up in that region it would not be on the point but on the main land East of the bay. So he went across the bay and found that there were five settlers already established there, the two Dennys, Bell, Boren and Maynard, who had arrived the previous Spring and staked out claims. They agreed to spread out a little and move their claims back if he would put his mill on the bay, and he was thus enabled to get 160 acres for himself and another quarter section for his wife. The mill was the first steam saw mill on Puget Sound and was the nucleus and first cause of the present city of Seattle. It stood near the present Occidental Square, now the heart of the city. Mr. Yesler has been in the lumber business ever since. The 320 acres he and his wife took up make him a rich man. He lives in a stately mansion overlooking the city and the bay, and is enjoying his declining years in comfort and competency, blessed with the cordial good will of all his fellow citizens. In 1866 he was elected Mayor, and managed to serve out his

work for a nursery and tree-planting company as overseer, and after a year was appointed manager. At that time he began to deal in land, but, after a visit to Seattle, he became so well satisfied of the superior merits of the Puget Sound Country as a fruit growing section that he decided to remove to this city. He engaged in the real estate business on his arrival, a little over four years ago, and in that short time has built up one of the largest connections in the Northwest as a real estate dealer and investment broker. The firm of Harry White & Co. has become known all over the United States. Its reputation is based upon strict integrity in dealing with both buyer and seller. Hundreds of their clients are capitalists in the East, many of whom have never seen Seattle, but trust to the management of this firm in making their investments. Mr. White's energetic administration of city affairs in the office of Mayor has won for him the general confidence and approval of the people of Seattle.



SEATTLE.—THE COAL BUNKERS. From a photo by Soule.

then a small village in the woods, and worked as a carpenter and millwright. Finding that square timber was in demand in San Francisco, he ordered a portable saw mill from the East, and in the Spring of 1852 went to California in search of a good location to set up a mill. This he did not find, but he fell in with a ship captain who had just returned from Puget Sound, and who gave such a glowing account of the timber resources of that region that Yesler put his saw mill on a vessel and sailed for what he believed to be the promised land for lumbermen. The ship captain had told him that on the East side of the Sound he would find a large bay into which a considerable river emptied, and that, in his opinion, a town would some day grow up on that bay. Mr. Yesler found the bay and also a settlement consisting of a store and two saloons on Alki Point. This settlement was called by the pretentious name of "New York." Yesler was urged to plant his mill there and was promised lots in the newly platted imaginary city if he would do so. He reasoned to himself, however, that if a town were

term without incurring the hostile criticism and unpopularity which generally attend that office. Since the fire Mr. Yesler has shown his characteristic public spirit in helping rebuild the city and has erected two of the largest of the new business blocks—the Pioneer and the Yesler.

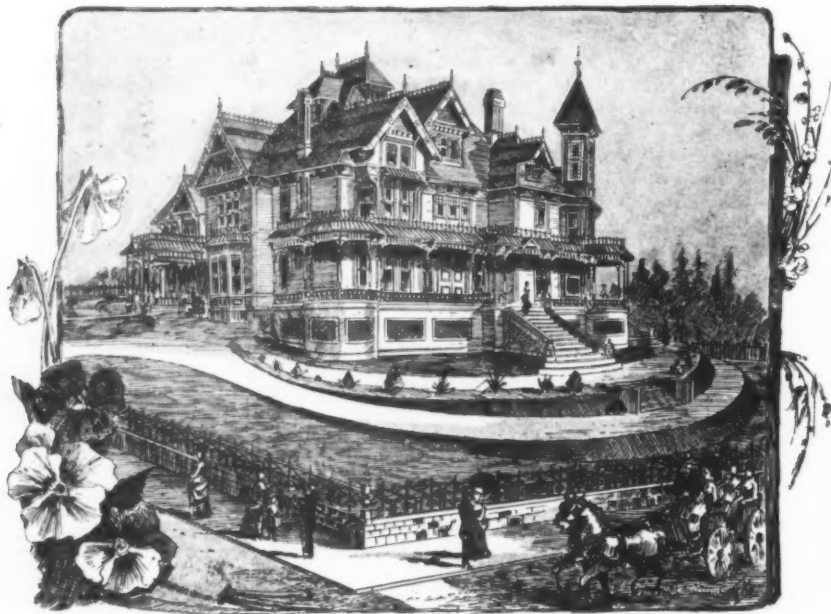
New States and young cities bring young men to the front. This is strikingly shown in the case of Harry White, who, although only thirty-one years old, is now serving his second term as Mayor of Seattle. He was born January 5, 1859, on a farm five miles from Columbus Junction, Iowa. He completed his education at the Eastern Iowa Normal School, riding from his home each day on horseback. He started before he was nineteen years of age for Nebraska to make his own way in the world. He bought eighty acres of Union Pacific railroad land, paying for it in installments, and soon after doubled his holding. While cultivating the farm he taught the district school during two winters, and also served two terms as assessor on the Republican ticket. When about twenty-three he went to

SEATTLE MEMORANDA.

The residence of Dr. F. A. Churchill, shown in one of our illustrations, occupies a beautiful site in Queen Anne Town, overlooking the city and bay. Dr. Churchill was born in Lansing, Michigan, and his father was for thirty years a professor in Oberlin College, Ohio. He graduated from that institution and studied medicine in the Chicago Homeopathic Medical College. After taking his degree he was home physician at the college hospital and demonstrator of chemistry in the college faculty. He practiced successfully for several years in Chicago before coming to Seattle, in 1884.

Our map of King County has been brought down to date to show all the new railroads and all the new suburban towns near Seattle. It will also be found interesting as showing the position of the city in relation to its harbor and to Lake Washington, and as indicating clearly the agricultural valleys tributary to the city.

Some things are cheap and some dear in Seattle. Eatables of all kinds, except fish, are high



SEATTLE.—RESIDENCE OF H. L. YESLER.

Delicious tom cod, herring, salmon trout and salmon can be bought for a trifle. All dairy products are expensive. Rents are high—higher than they will be a year hence, when there is a little slackening up in the rapid rate of growth. Restaurants abound, and half the population appears to eat at them. There are a surprising number of hotels, certainly no fewer than fifty, showing a large element of men without families. Perhaps the cheapest luxury is a hot sea water bath in a porcelain lined tub, in a large, clean establishment. This costs only twenty-five cents. Per contra, the barbers charge twenty-five cents for a shave and California oranges cost more than in St. Paul.

Everybody reads the daily papers and everybody in business appears to advertise in them. The oldest and financially strongest of the dailies is the *Post-Intelligencer*, Republican in politics, owned by L. S. J. Hunt, a millionaire, and edited

by Alfred Holman, who grew up on the *Portland Oregonian*, and filled pretty much every position on that paper from carrier boy to managing editor before he came to Seattle. The morning rival of the *Post-Intelligencer* is the *Telegraph*, a new Democratic paper which absorbed the old *Journal*, and started out at once with plenty of money and talent to make a success. It is backed by several wealthy men. The evening papers are the *Press* and the *Times*—both prosperous and strong in local news features.

There are owned in Seattle over a hundred steamboats, ranging in size from diminutive craft that seems to be little more than a few planks and a smoke stack, to superb great passenger steamers, built on the Delaware and brought out around the Horn. You can go by steamboat to any place in the Sound Country where tides flow or water runs, even to little creeks and sloughs where a boat has no room to turn around. The

two finest boats seen in Seattle harbor are the *City of Seattle* and the *City of Kingston*, owned by the Puget Sound and Alaska Company, of which Walter Oakes is Secretary. Next comes the *Olympian*, of the Union Pacific fleet. These boats are not surpassed on the Hudson or Long Island Sound for speed or for comfort and beauty of their passenger equipment. The *Bailey Gatzert*, built by John Leary, is also a remarkably fine and fast boat.

There are many queer sights along the wharves of Seattle and on the long water front of the bay—Indians in their graceful pirogues engaged in fishing; a whole population of amphibious nondescript white people, who live in house-boats or in huts built on piles over the tide; flocks of sea gulls, as tame as domestic ducks; sailors from all ports and of all nationalities, and water craft of many odd designs.

SEATTLE BUSINESS INTERESTS.

THE OLDEST BANKING HOUSE in the State of Washington is that of Dexter, Horton & Co., located in Seattle, of which W. S. Ladd, of the well known bank of Ladd & Tilton, in Portland, is President. Mr. A. A. Denny, the Vice-President, is one of the pioneers of Seattle, and a gentleman of large wealth and widespread influence. The active management of the bank of Dexter, Horton & Co. is ably handled by Mr. N. H. Latimer, who is one of the striking examples that one meets with almost solely in the Northwest, of the occupation of positions of great responsibility by young men. In any of our large Eastern cities the management of such an institution would be invariably placed in the hands of a man of middle age, while in our newer cities the standard is solely business capacity and integrity. Dexter, Horton & Co. have a capital stock of \$200,000, with a surplus of \$100,000. The following table of the bank's resources and liabilities, issued June 1, 1890, speaks for itself:

RESOURCES.

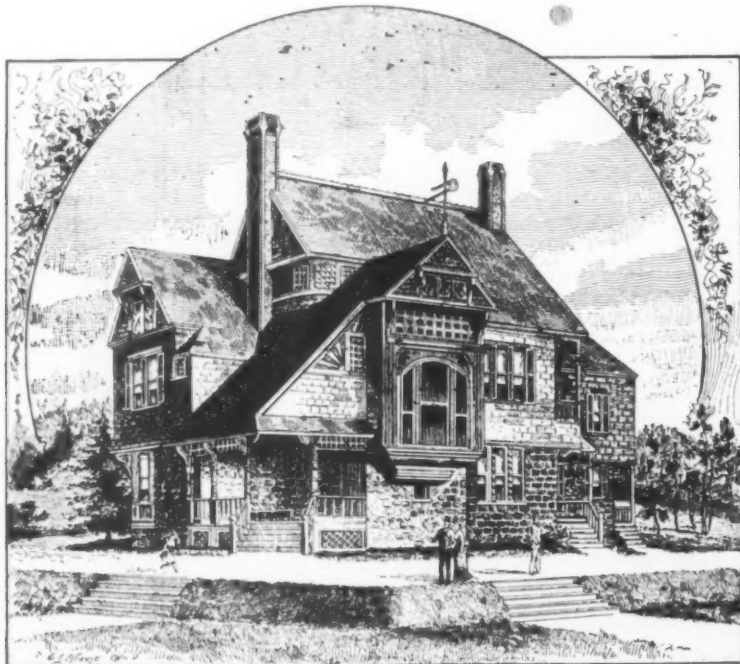
| | |
|-------------------------------------|-----------------------|
| Loans on real estate..... | \$165,355.00 |
| Other loans and discounts..... | 1,370,424.06 |
| County and city warrants..... | 119,262.38 |
| Stock of other banks..... | 26,787.50 |
| Real estate, furniture and fixtures | 73,000.00 |
| Due from other banks and bank'rs | \$283,234.54 |
| Cash on hand..... | 332,007.13 |
| | \$2,370,170.60 |

LIABILITIES.

| | |
|---|-----------------------|
| Capital stock paid in..... | \$200,000.00 |
| Surplus..... | 100,000.00 |
| Undivided profits..... | 3,650.77 |
| Individual deposits subject to check..... | \$1,683,720.33 |
| Demand certificates of deposit.... | 280,919.59 |
| Deposits of banks and bankers.... | 121,879.91 |
| | \$2,370,170.60 |

SUBSTANTIAL REFERENCES.—"References, every bank and business man in Seattle," is a trade-mark both unique and comprehensive. It is used on all advertising matter issued by Crawford & Conover, the well-known Seattle firm of real estate brokers, and means all it says. Crawford & Conover are incorporated under the State laws, with a capital stock of \$500,000, and besides operating extensively in real estate on their own account, represent a majority of the heavy property owners on the Sound. They have a record for keeping clear of all wildcat schemes, and handle heavy business property, choice residence property and acre tracts exclusively. They invite persons interested to send for their handsome book, "The Evergreen State," a sobriquet, by the way, with which they have christened the State of Washington.

A FIELD FOR WEALTH.—Any one acquainted with the astonishing developments now in progress in the new and wonderful State of Washington, and the marvelous growth and prosperity of its giant city, Seattle, its favorable location



SEATTLE.—RESIDENCE OF DR. F. A. CHURCHILL.

for commerce and manufactures and its promising future in relation to these, cannot be otherwise impressed than that here in Seattle, is presented the most remarkable field for profitable investments to be found anywhere. Already fortunes have been made by not a few, by judicious investments, and many more are in process of doing the same. Those seeking investments in this most promising field can do no better than to confer with the German-American Investment & Guaranty Company, 221 Commercial Street, Seattle, who make this branch of business a specialty, and who have the reputation of serving their clients not only with great acceptance, but of taking particular pride in making very profitable as well as safe investments for them.

LEADING SEATTLE ARCHITECTS.—The firm of W. E. Boone and William H. Willcox—architects of Seattle, occupy a most enviable professional position. Mr. W. E. Boone was at one time a very prominent architect and builder in California; he constructed the Institution for Deaf, Dumb and Blind at Berkeley, California; the City Hall, Masonic Temple and First Presbyterian Church at Oakland, California; several school buildings and other important structures in San Francisco; Asylum for the Insane at Steilacoom, Washington; Anna Wright Seminary, Wilkinson Block and other buildings in Tacoma; the Central and South School buildings, Yesler's residence and at least ninety per cent. of the business blocks in Seattle before the fire. Since that time he has been engaged upon the Marshall-Walker Block, the Y. M. C. A. Building, Post-Edwards Block, Starr Block and many others. Mr. William H. Willcox, late of St. Paul, Minnesota, has recently taken up his residence in Seattle and formed a business connection with Mr. Boone. Mr. Willcox's skill as an architect is well attested by the very large number of important buildings which he has erected in the East, among which may be noted the State House at Lincoln, Nebraska; Court House, Peoria, Illinois; The Shattuck and Bishop Whipple schools at Faribault, Minnesota; The High, Van Buren and Hamline School buildings; Macalester College, City and County Hospital, St. Luke's Hospital and several churches, all in St. Paul, Minnesota; six of the largest churches in Chicago, besides churches and school houses in various parts of the East and West; Library buildings at Cairo and Peoria, Illinois; hotels at West Superior, Wisconsin; Calgary, Canada, and

Adirondack Mountains, New York. Mr. Willcox has in an eminent degree and with artistic spirit helped to build up the elegant residence portion of St. Paul, as a very large number of the best and most costly residences were planned in his office, and has largely contributed in making it the beautiful city it is. The firm of W. E. Boone and William H. Willcox is beyond doubt the strongest architectural firm on the Pacific Coast; they are now engaged at Seattle upon the Horton Block, costing over \$200,000; Masonic Temple, \$350,000; Plymouth Congregational Church \$60,000; Trinity Methodist Church \$50,000 and several other very important buildings which will make a new architectural epoch for Seattle, and bring this picturesque city artistically in touch with the modernized beauty that

marks the architectural value of Eastern cities.

PUGET SOUND TIMBER LANDS.—The firm of Mosher & McDonald, whose advertisement appears in this issue, occupies a prominent position among dealers in timber lands. It is composed of Alfred Mosher, of West Troy, N. Y.; Alfred Mosher, Jr., of Bay City, Michigan, and W. A. McDonald, of Seattle. Their specialty is the buying and selling of timber lands tributary to Puget Sound.

H. H. and G. F. DEARBORN commenced business as bankers and brokers at Lowell, Massachusetts, in 1865 and are the sole members of the firm of H. H. Dearborn & Co. Having visited Seattle in 1872 they believed it to be the future great city of the Pacific Coast, and are permanently located and have large investments there; they are perfectly reliable and will be remembered by our readers whom they advised to purchase Northern Pacific Railroad common stock after the re-organization in 1876 when it was selling at \$5 per share. Parties desiring information or investments will do well to interview them at their Seattle or Boston office.

FRANCIS W. PARSONS, Real Estate Investment and Loan Broker, is engaged in a general real estate business, and has also placed funds in Washington securities for Eastern investors of Providence and Philadelphia, where he is well and favorably known from a former residence in those cities. A knowledge of the various points of prominence along the shores of Puget Sound, (obtained by travel and observation), has familiarized Mr. Parsons with the relative advantages of each, and although Seattle is looked upon by him as the natural metropolis and distributing point of the whole Sound Country, yet he is prepared to give unbiased information to all correspondents. His sales to investors are, in no case, made from his individual holdings, and a purely brokerage business, conducted on a conservative basis, in the interest of the buyer, is the best guarantee of fair dealing.



TRINITY METHODIST EPISCOPAL CHURCH, SEATTLE.

W. E. Boone and W. H. Willcox, Architects.



SEATTLE.—THE MINOR SCHOOL.

SEATTLE & PUGET SOUND BUSINESS COLLEGE.—The growth and prominence of a city can best be estimated by the character of its schools, and in this respect Seattle ranks with any of its size in the States. Among the prominent educational institutions, is the Seattle & Puget Sound Business College. The best talent is employed in all the departments and pains-taking effort is given to each individual pupil. A night school, comprehending the full curriculum, is a very important feature, enabling those engaged in the various occupations during the day to familiarize themselves with those elements of knowledge which, rightly employed, lead to glory, fame and fortune. Students are admitted to this college at any time of the year. Mrs. J. A. Hall is the proprietress, and under her experienced and able administration the school has grown from a comparatively small one to the largest in Washington. The school occupies ten well lighted and steam heated rooms in the Seattle Block. The main office is twenty-eight by sixteen feet, the commercial room twenty-eight by sixty feet, and in addition to these there is a telegraphic room, recitation room, typewriting room, lunch room, cloak room, etc. There are employed at the present time five teachers and the principal, making six in all. There are now enrolled 214 pupils, the institution having grown in three years from an attendance of two pupils. The course includes commercial penmanship, English, German, shorthand, typewriting and telegraphy.

THE RIPLEY.—The Ripley is a large, elegant structure of five stories, built of brick with blue sand stone trimmings and was specially designed for modern hotel purposes. It is centrally located on the corner of Front and Pike streets where a number of street car lines converge, taking one to almost any part of the city, with direct routes to Lakes Union, Green and Washington. The Ripley is delightfully situated, commanding a grand marine view with its busy, active life, and the magnificent Olympic Range with its snow peaks and peculiar grandeur always in sight. The hotel contains 125 large and airy rooms well lighted and furnished. The house is thoroughly equipped with all modern appliances including elevator, electric lights and bells and baths and is well furnished throughout with substantial oak furniture. The building is



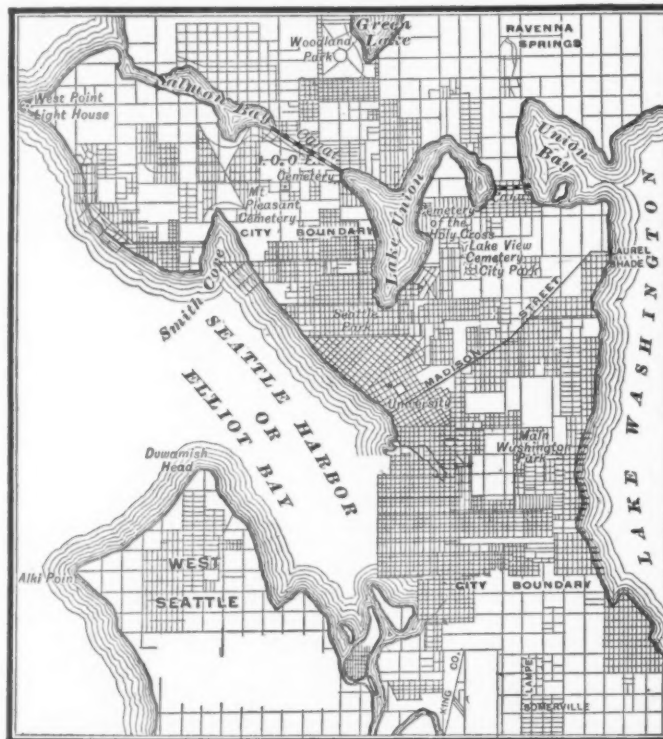
SEATTLE.—THE RIPLEY.

strictly fire proof and is well provided with fire escapes. The house is owned and managed by J. M. Ripley, who is a very successful hotel man, and is operated on the European plan.

A COTTAGE ON THE INSTALLMENT PLAN.—"The road may be rough, the journey be long, as over its pathway I roam; contented I sing, this the theme of my song: there's a smile waiting for me at home." But have you a home? A bright, happy home where wife and children may live in contentment and security, should the Pale Rider come and claim you as a victim? Every man should own a home of his own, and many



SEATTLE.—THE SEATTLE & PUGET SOUND BUSINESS COLLEGE.



MAP OF SEATTLE AND ITS SUBURBS.

men never have money enough at once to buy one. It is just such men as these who should heed this warning. Buy a home on the installment plan. Mr. H. S. Turner, the well-known real estate man and contractor, at 221 Butler Block, Seattle, builds elegant cottages on the installment plan and sells them on monthly payments. They are superb homes and happy is the man who secures one. You can get one of these for \$1,900 to \$2,500 close to the car line, easy of access. You could not build a better home for yourself than Mr. Turner sells you already to move into and for only a small payment down. Why pay rent to a landlord when you might pay it towards a home of your own?

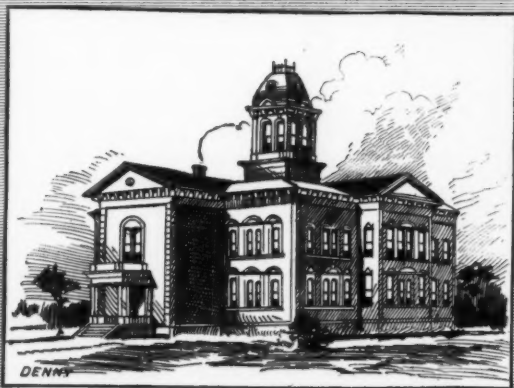
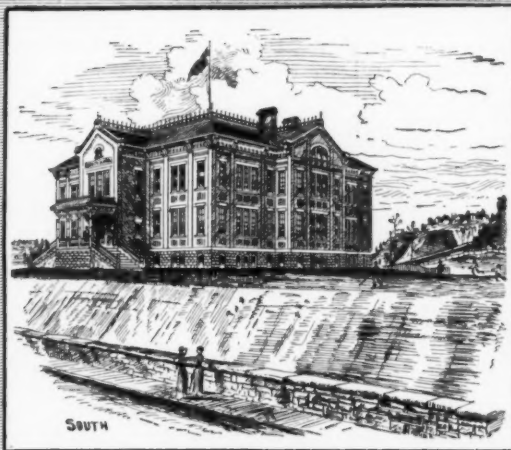
THE SEATTLE TRANSFER COMPANY of Seattle, Washington, do a general baggage, passenger and freight transfer business; are the terminal agents of the Northern Pacific Railroad at Seattle, and have ample storage facilities at low rates. Insurance written if required. Car-load freight distributed for jobbers.

FRANK T. HUNTER.—Among the most successful of the Seattle real estate brokers is Frank T. Hunter, and he attributes his success to heavy advertising and always investing for his customers where they net handsome returns. Mr. Hunter is a Hoosier by birth and is the son of Morton C. Hunter who has served Indiana in our National Congress so many terms. He was educated at the State University of Indiana and afterwards graduated in law at the National University, Washington, D. C. Though but quite a young man he has taken front rank and has dealt heavily in choice residence and ranch properties, and the addition to Seattle which bears his name is the finest residence property in the city. He has always on hand for free distribution reliable information regarding the new State of Washington, and Seattle, her metropolis. His offices are in the Washington Block and are as handsome as any in the city.

THE MERCHANTS NATIONAL BANK is one of the oldest and most solid financial institutions of the Pacific Coast. With a paid in capital stock of \$100,000 it has a surplus of \$20,000 and undivided profits of \$73,000. Its loans and discounts at the date of a recent report were \$4,608,154 and its deposits \$589,508. It occupies its own

fire-proof building, six stories high and of solid and handsome construction, the erection of which was begun immediately after the great fire of 1889 had destroyed its old building, then considered one of the best structures in the city. One of the pleasant features of the banking offices is a waiting room at the end of the lobby, furnished with financial books, periodicals, writing materials, etc., for the convenience and comfort of customers. The officers of the bank are Angus Mackintosh, President; Abram Barker, Vice-President, and R. N. McFadden, Cashier. A safe deposit vault with individual safes is connected with the bank.

THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.—The question of life insurance is one that commends itself to every reasonable person as being the best means of providing against that which ultimately must come. By this we mean the duty that every honorable man owes his family, the duty to make a provision for their maintenance and support when he is taken



SEATTLE SCHOOLS.

away by an all-wise Creator. After careful investigation of the different companies that offer the best evidence of stability and security, we feel the necessity of saying that the Mutual Life Insurance Company of New York offers a better guarantee of absolute safety than any company in the world. Still, life insurance is not the only object of insurers. More is asked for and more is granted by the liberal terms of the contracts of the Mutual Life Insurance Company, in addition to protection, for the amount of the face value of a policy. A grand investment is offered, the bonds or consols issued by this company being without equal, and to this latter form of insur-

ance investors are now turning their attention, and any inquirer would be amply repaid by asking for particulars from the agents of the company. After reading the above reasonable, methodical plan of doing business, is there any apparent reason on earth why the people of Seattle or Washington should not patronize the Mutual Life Insurance Company of New York, when it has proven itself not only such a desirable and responsible company, but the greatest financial institution in the world. The officers of the company are equal to any body of executive officers in the United States, while F. L. Stinson, the general agent for this State, who has offices

in Rooms 22, 23 and 24 Safe Deposit building, Front Street, is a gentleman well known in social and business circles, and occupies an equally high position in both, and there is no denying the fact that the company for whom he acts as manager here is ably represented.

A PROMINENT LAW FIRM.—Strolling into Temple Court the other day and drifting into the handsome law offices of Metcalf & Turner, I was struck with the elegance of the appointments and the air of business and prosperity prevailing, says the *Seattle Sunday Star*. Looking upon the splendid library lining the walls of four rooms

from floor to ceiling, and calling to mind the large library of General Metcalf destroyed in the fire of June 6th, I could not but regard this as a typical instance of the untiring energy and courage of the representative Seattleite. "Yes," said the General, "I was hit a harder lick by the fire than any other member of the bar. My \$5,000 library went up in smoke, and I only saved what was in my safe." But while the city was still burning, General Metcalf secured the lease of the lot on Third Street for twelve years and erected the handsome three story business block, the first story of which is now occupied by the law firm of which he is a member. Gen. C. W. Turner was formerly Adjutant General of Montana. He practiced twenty years in Helena, and is a brother-in-law of our enterprising fellow townsman, Charles Armstrong, Secretary of the Seattle Transfer Company. He is a gentleman of suave and graceful manner, and is earnestly interested in his profession. He is a lifelong

and able men, whose standing at the Seattle bar is among the foremost.

JOHNSON LAND COMPANY.—The Johnson Land Company, incorporated under the laws of the State of Washington by Hugo Stettengren, Andrew J. Lee and A. O. Johnson, has done a very large business considering the short time the corporation has been in existence. The company owns several thousand acres of choice farming land in King and adjoining counties bordering on Puget Sound. Besides, they deal in lands in all parts of Western Washington, including Northern Pacific Railroad lands. Intending land purchasers will do well to consult this company before purchasing. You will be sure of honest dealing. The manager, Mr. Andrew J. Lee, is a well-known business man, and in him you will meet with courteous treatment. The Johnson Land Company is temporarily located in Room 125, Occidental Block, Seattle, Washing-

a life-like expression marks all his portraits, and it is this semi-transparent effect which has made for him his splendid reputation, placing Mr. LaRoche at the head of the photographic profession of the Puget Sound Country. Old pictures are enlarged, copied and re-colored in oil, water color, pastel, etc., giving vigor of expression and softness of tone. He is a gentleman of modest and unassuming bearing, polite and courteous to all, and has made himself many friends in the Queen City. His is the only photographic establishment on the Pacific Northwest that employs free-hand artists and has an art studio in connection with the gallery. A large collection of mounted and unmounted views of Seattle and vicinity constantly in stock. Visitors cordially invited.

THE WASHINGTON SHOE MANUFACTURING COMPANY.—The Washington Shoe Manufacturing Company, located at 807-809 West Street, who have succeeded Thorsen & Barber, pioneer manufacturer of boots and shoes in the State of Washington, have just increased the capacity of their manufacturing plant to 500 pairs a day. They make a specialty of loggers' and miners' goods, and are also prepared to fill all orders in lighter grades. This firm is the only one in the State which manufactures and does an exclusive wholesale trade, and as such is a representative firm, not only of Seattle, but of the entire Commonwealth. The officers of the company are L. B. Allain, President; T. J. Thorsen, Vice President and General Manager, and G. M. Barber, Secretary. These gentlemen are experienced in their business. From the samples we have seen of their goods we can safely say that dealers can not any where obtain goods superior to those made by this firm.

R. PETKOVITS, manufacturer of fancy furs and importer of skins, came to Seattle in the Spring of 1886 and opened an establishment on the corner of Front and Cherry Streets, where he did a good business up to the time of the great fire, which to him as to many others was a disastrous experience. Never daunted, he reopened on Third and James Streets, where he did such a thriving business that in the Spring of 1890, he was compelled to move into his present handsome and commodious quarters on Marion Street, in the elegant Frye Block. R. Petkovits is the best and only first-class furrier in the Northwest, and his country trade is steadily improving, and customers may rest assured of courteous treatment at his hands. Particular attention is paid to country orders, and correspondents may be certain of the same fair treatment, which is given to the home trade.

THE MUSICAL INSTITUTE, now located in the Occidental Block is the only exclusive school of music in the city. The institute was established two years ago and has been very successful from the start. Its growing popularity necessitated two removals to its present enlarged premises, which consist of four rooms, furnished in a manner usually found only in large Eastern Cities. The Principal of the Institute, Mrs. Willard, is well and favorably known in musical circles in the East, and since her advent here has done much to provide for musical culture in this city. Vocal and instrumental music in all its branches is taught, and intending pupils cannot do better than to call, or write to Mrs. Willard.

CONSERVATORY OF ARTS.—The Conservatory of Arts, under the direction of Celeste Langley Slanson and Mrs. Frederick Jewell Laird, deserves



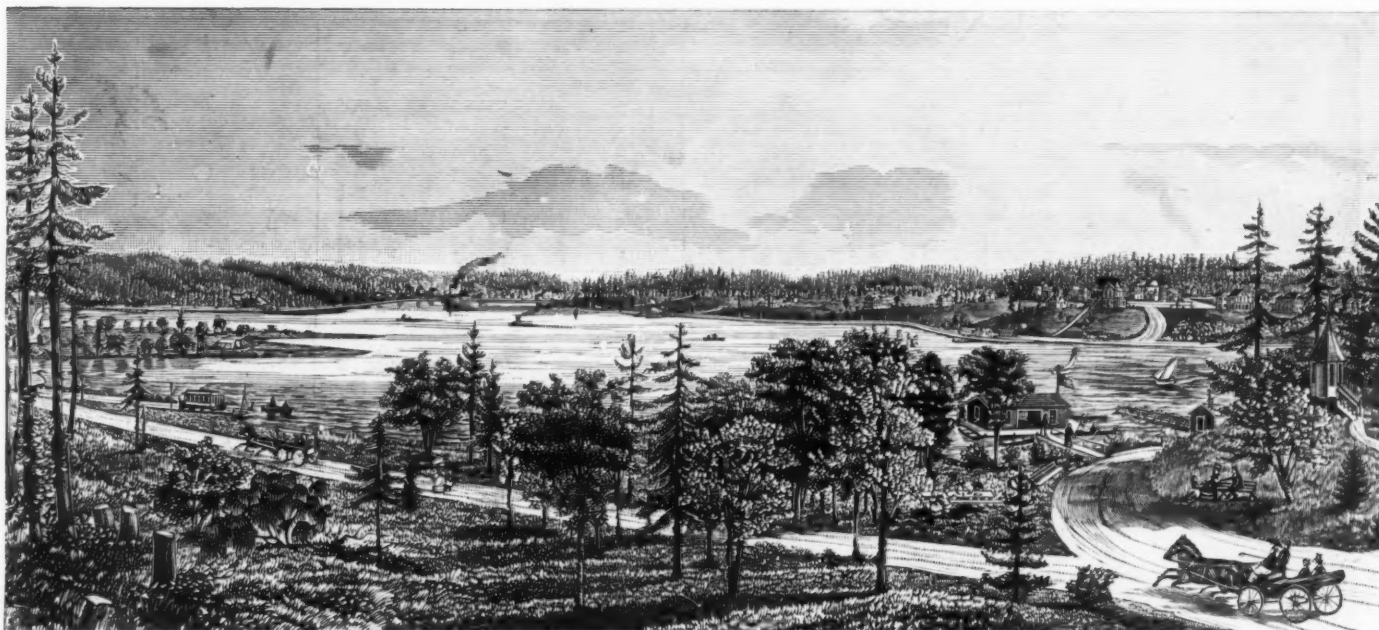
SEATTLE.—THE HARRISBURGH BLOCK.

Democrat, and brings with him the reputation of being one of the most careful pleaders in Montana; which reputation he has amply sustained since his residence in Seattle.

Attorney General J. B. Metcalfe is too well known to require an introduction to the Seattle public. Since his arrival here in 1883 his name has been closely identified with the interests and development of this city. He at once cast his lot with the Queen City, purchased a lot on Jackson Street hill, which was then a forest, and erected one of the most elegant residences in town. He was the originator of the parent cable road of this city, running from Front Street to Lake Washington, and where the roadway was hewn through the virgin forest, now elegant homes line the thoroughfare from the city to the lake. This is but an illustration of the character of the man, one of his strongest traits being the effort to build up. This firm has fixed itself in the minds of the public as one of the great firms of the Northwest, composed as it is of young, active

ton. Andrew J. Lee resided for many years in St. Paul, where he was well known in business circles of the city. H. Stettengren is from Boston, Massachusetts, and is well and favorably known in that city.

LA ROCHE'S RAINIER PHOTOGRAPH GALLERY AND ART STUDIOS.—The elegantly furnished art gallery of Mr. LaRoche, the leading photographer of the Pacific Northwest—No. 709 Second Street, Rengstorff Building, between Columbia and Cherry Streets, Seattle, is decorated with the most exquisite specimens of his matchless pictures, and the best and finest work is here exhibited, from the locket miniature to the life-sized portrait or imperial cabinet. We were especially attracted by the ability and artistic work executed by the artist, which has gained him a pre-eminence among his contemporaries. When a person sits for his or her picture to this gentleman it is not to the amateur, but to the master. The clearness of amber and



SEATTLE.—THE GREEN LAKE SUBURB.

especial mention among the higher educational advantages Seattle presents. It is founded on thoroughly artistic principles, and each of the twenty teachers is a specialist in the art he professes. The school embraces departments of piano, organ, and harmony; vocal culture; violin, flute, guitar, etc.; elocution and dramatic art; languages, literature; also a school of design, including drawing from life and casts, painting in oil and water colors, portraits from life, and the various decorative arts, as china painting, carving, embroidery, etc. The object of the institution is to furnish to the Northwest such artistic advantages as are usually found in Eastern cities. Board of Patrons: Mr. H. L. Yesler, Mr. C. M. Sheafe, Mr. E. F. Wittler, Mr. A. B. Stewart, Mr. E. Lobe, Mr. Amos Brown, Mr. Richard Holyoke, Mr. Guy C. Phinney, Mr. James Leddy, Mr. John B. Denny, Mr. James Hill, Mr. Jacob Furth. Visiting committee: Mrs. A. Mackintosh, Mrs. C. M. Sheafe, Mrs. James Leddy, Mrs. A. B. Stewart, Mrs. John B. Denny, Mrs. James A. Panting, Mrs. William Lowndes Ellis, Mrs. John G. Scurry, Mrs. E. F. Wittler, Mrs. Maurice McMicken, Mrs. J. R. Kinneer, Mrs. Geo. Kinneer, Mrs. A. M. Bagley, Mrs. H. H. Whitney, Mrs. J. Furth, Mrs. Geo. G. Lyon, Mrs. H. G. Struve, Mrs. T. M. Daulton. Catalogues will soon be issued.

H. C. WAHLBERG.—Prominent among Seattle's citizens the name of H. C. Wahlberg can fittingly be placed. Although here but a few years his claims on the confidence of real estate investors are undeniable, having a reputation for square dealing, and courteous treatment. He has the busiest and best known Scandinavian office in town. The appearance of the premises and the way in which Mr. Wahlberg conducts his business are entirely American, as he is a gentleman who, by extensive travelling, is eminently fitted to handle people, talking to them, if necessary, in their own tongue, and assisting strangers and emigrants in an experienced manner. Mr. Wahlberg is one of those energetic, hardworking gentlemen of whom we have so many out here in the far Northwest, who came here only a few years ago, without a dollar, but who by activity, steady attention to business and square dealing, with everybody, have gained the respect of their fellow citizens. He has a prosperous business now, and no doubt, will in time to come

prove himself a man of activity in the city's official and political life. Men who know Mr. Wahlberg, and get intimately acquainted with him, soon learn that he is a well educated and refined gentleman, who has broad and liberal views. Mr. Wahlberg has not as yet taken part in political life. When Mr. Wahlberg decides to enter the arena, his gifts as a speaker, combined with the esteem in which he is held by his fellow countrymen and American friends, will no doubt prove of great benefit to the party to which he belongs. The advantage Mr. Wahlberg has over his competitors in a business way, is that his dealing with the Scandinavian and German pioneers in this country gives him a chance to get some of the best land, taken up in the old days, at a very reasonable figure from the owners themselves. No one is better fitted to give information about Seattle and Puget Sound Country than H. C. Wahlberg, and no one takes greater pride in Seattle. His offices are located in Rooms 105 and 106 Butler Block.

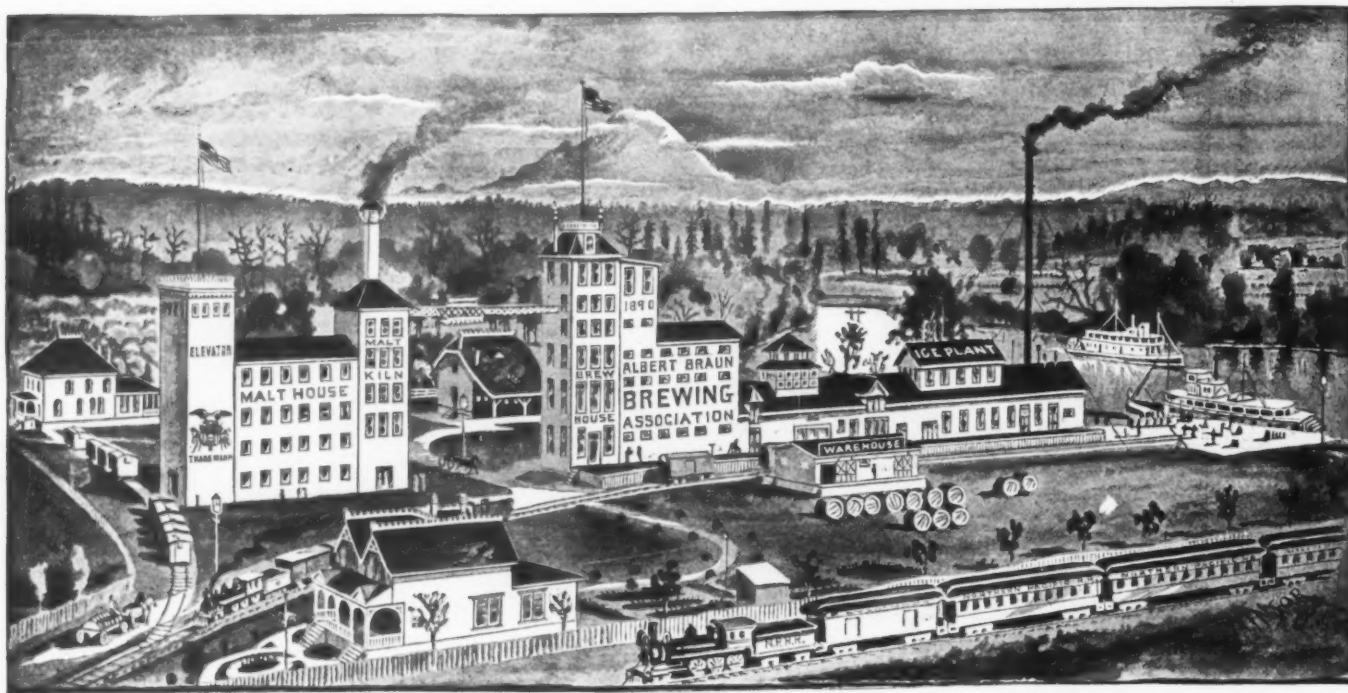
H. H. DEARBORN, formerly of Lowell, Mass., and in recent years a leading business man in Seattle, has proposed to the council of his adopted city a plan for renaming the streets, which is commended for its convenience and methodical character. The general idea is to number the streets from the water-front inland and to use names alphabetically arranged for cross streets; but as the form of the city is irregular, owing to its occupancy of the shores of a crescent-shaped bay, and as there are many outlying additions that do not tack on to the main plot in accordance with the points of the compass, some modification is necessary. In the application of the alphabetical plan the names of prominent old citizens are used in one district of the city, the names of trees in another, of flowers in another, and of lakes and rivers in another, so that a street address will indicate to any one at all acquainted with the system the particular portion of the city where the house or store is located. In numbering the Philadelphia method of assigning one hundred numbers to each block is adopted.

IN Anacortes there is a hotel called on its sign the Nobar House. The proprietor is a strenuous temperance man and will have no bar about the establishment. He adopted the name first given the house in jest by his neighbors.

THE ALBERT BRAUN BREWING ASSOCIATION.

Everybody who travels by rail from Seattle to Tacoma will notice, about five miles from the former city, the handsome new plant of the Albert Braun Brewing Association, standing on the shore of the Dwamish River, in the midst of green meadows and orchards. This important industry, just beginning operations, is the creation of the energy and business sagacity of the gentleman whose name it bears. Albert Braun is a practical and scientific brewer, who came from Germany in 1886, and spent two years in the establishment of Peter Doelger, in New York, and two in the famous Anheuser-Busch concern in St. Louis. He visited the North Pacific Coast in 1889, and made up his mind, after looking the ground over carefully, that there was an excellent opening in Seattle for a high-class brewery. Returning to the East, he laid the project before men of his acquaintance in different cities and in a short time he had all the capital subscribed, \$250,000, to carry out the enterprise he had in view. In March, 1890, Mr. Braun returned to Seattle and after thorough consideration of the question of a location purchased a site on the Dwamish River, having in view first the remarkably pure water of the stream, fed by mountain springs and snows; second, the excellent shipping facilities by both the Northern Pacific Railroad and the river, which is navigated by steamboats; third, pure air, which is also important in brewing, and fourth, pleasant, healthful surroundings for his work people. All these favorable conditions he found combined at the locality he selected, together with nearness to Seattle, the immediate home market he had in view.

The buildings erected by the association were completed by the end of the year. They cover an area of 48 by 386 feet and range in height from two to seven stories, the tallest structure rising 120 feet above the ground. They are constructed in the most substantial manner, and with an eye to good taste in their appearance, and are fitted up with the very latest improvements in machinery and appliances known to the brewing art in the East. Nothing has been overlooked that tends to economical handling of materials, to the saving of labor in the various processes, or to the attainment of the best results in the making of lager beer; so that the establishment is really a model



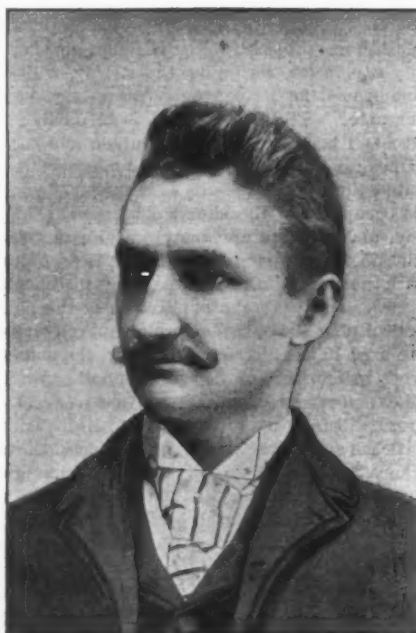
SEATTLE.—THE ALBERT BRAUN BREWING ASSOCIATION'S PLANT.

one, and is nowhere surpassed on the Pacific Coast.

The plans were prepared by the well-known brewers' architects, Chas. Koestner & Co., Chicago, but the supervision and construction was done by a Seattle architect, H. Steinmann, in the most satisfactory manner. The different departments are the brewhouse, cold storage house, wash house, refrigerating and ice plant, engine and boiler house and offices. Plans for malt-house and elevator are accepted and will be carried out as shown in view. The outer buildings consist of a large double cottage of elegant architecture for the chief engineer and brewmaster of the association. Designing to make it as comfortable as possible for all employees, a large boarding and lodging house was built on the grounds for their exclusive use.

The necessary power is furnished by two Heine safety boilers, 250 horse-power each, and outside the big arctic ice machine are three more engines and seven duplex steam pumps constantly running.

The brewhouse is seven stories high and constructed after the new approved gravity plan. In this way much pumping and transporting is overcome. The cooling rooms or cellars where the beer gets its necessary "lager" are refrigerated by a system of pipes, where salt brine of low temperature is pumped through day and night. In this way no ice is used and the air is always clean and dry. It is a great improvement over the old system. The refrigerating machine is of the improved Arctic pattern built in Cleveland, O. The compressors are worked by a powerful Corliss engine. Connected with this machinery is an artificial crystal ice plant, which produces about twenty tons of clearest ice, manufactured out of distilled water. The ice is for shipping purposes and the surplus is consumed in Seattle. The capacity of the brewhouse is about 70,000 barrels a year. The whole plant is illuminated by a No. 4 Edison dynamo, which furnishes light for 135 incandescent and six arc lights. The employees are the most skillful brewers that could be engaged in the East and with the best material in hops and barley and the best apparatus for brewing, the association is able to turn out a product equal to the best Eastern beer. The plant itself repre-



ALBERT BRAUN.

sents an expenditure of \$150,000. The officers of the association are Albert Braun, President and General Manager; Geo. B. Kittinger, Vice-President; David N. Baxter, Secretary, and Herman Chapin, Treasurer. Since the middle of December the regular brewing operations have been started, but the product will not be put on the market until the end of March.

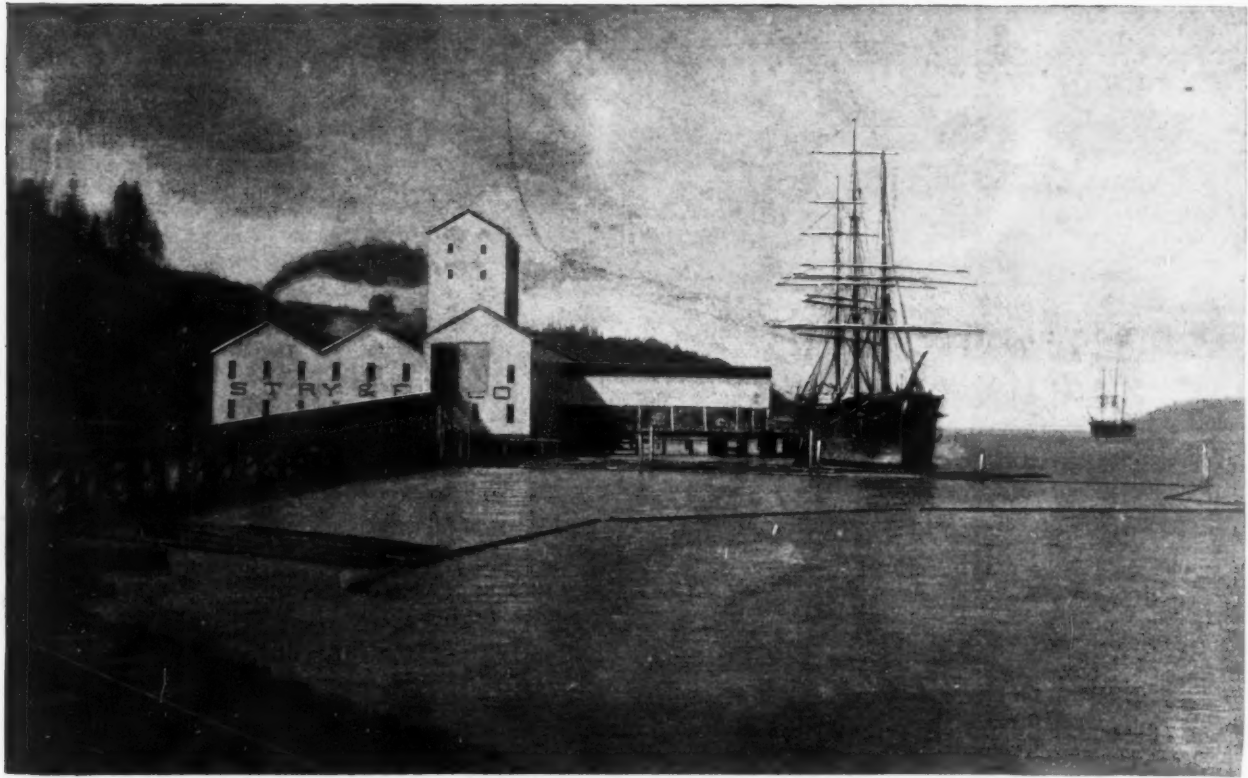
ROMANCE OF AN OPAL.

There was quite a furor a few weeks ago over the alleged discovery of opals in the creek bed near the new court house.

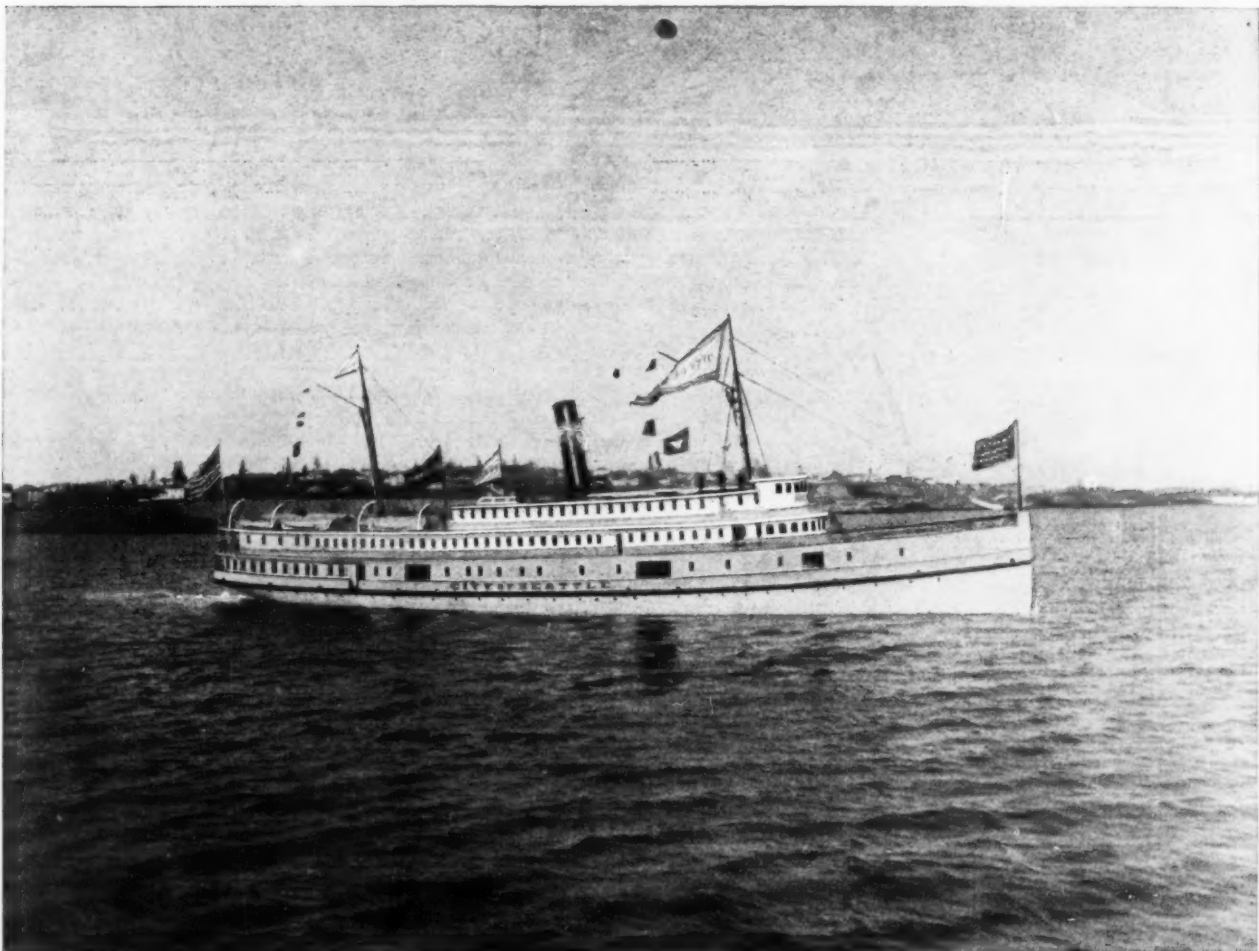
There is an interesting story connected with the discovery, which will dispel all doubt as to the possibility of Colfax opals rivaling the famous Moscow stones. Several weeks since some gentlemen connected with the supervision of the construction of the new court house became imbued with the idea that there might be opals along the creeks in the valley, and started out on a prospecting expedition. They began in the creek bed near the court house, and in a short time one of them made what appeared to be a remarkable discovery. It was a red stone, of considerable size, bearing a great resemblance to the finest of Moscow opals.

They resolved to send their stone to a New York lapidary of reputation, with a request that it be cut for a watch charm, and that an estimate of its value be made. This was done, and the answer was awaited with anxiety. A short time since the reply was received, and all their fond hopes were suddenly dashed. The lapidary stated that he had a great deal of experience in the handling and cutting of precious gems of all kinds, but that this was the first time in his experience that he had been requested to cut a piece of rock candy. The suggestion was further made that the next time the opal hunters went prospecting it might be well for them to take a child or two along with them to test the consistency of their discoveries.

The point of issue now between the prospectors, and one which may yet result in serious trouble, is whether the rock candy was accidentally dropped in the creek bed, or was purposely placed there.—*Palouse Gazette, Colfax, Wash.*



WAREHOUSE AND ELEVATOR OF THE SEATTLE TERMINAL RAILWAY AND ELEVATOR CO., WEST SEATTLE.



PUGET SOUND & ALASKA NAVIGATION CO.'S STEAMER "CITY OF SEATTLE."

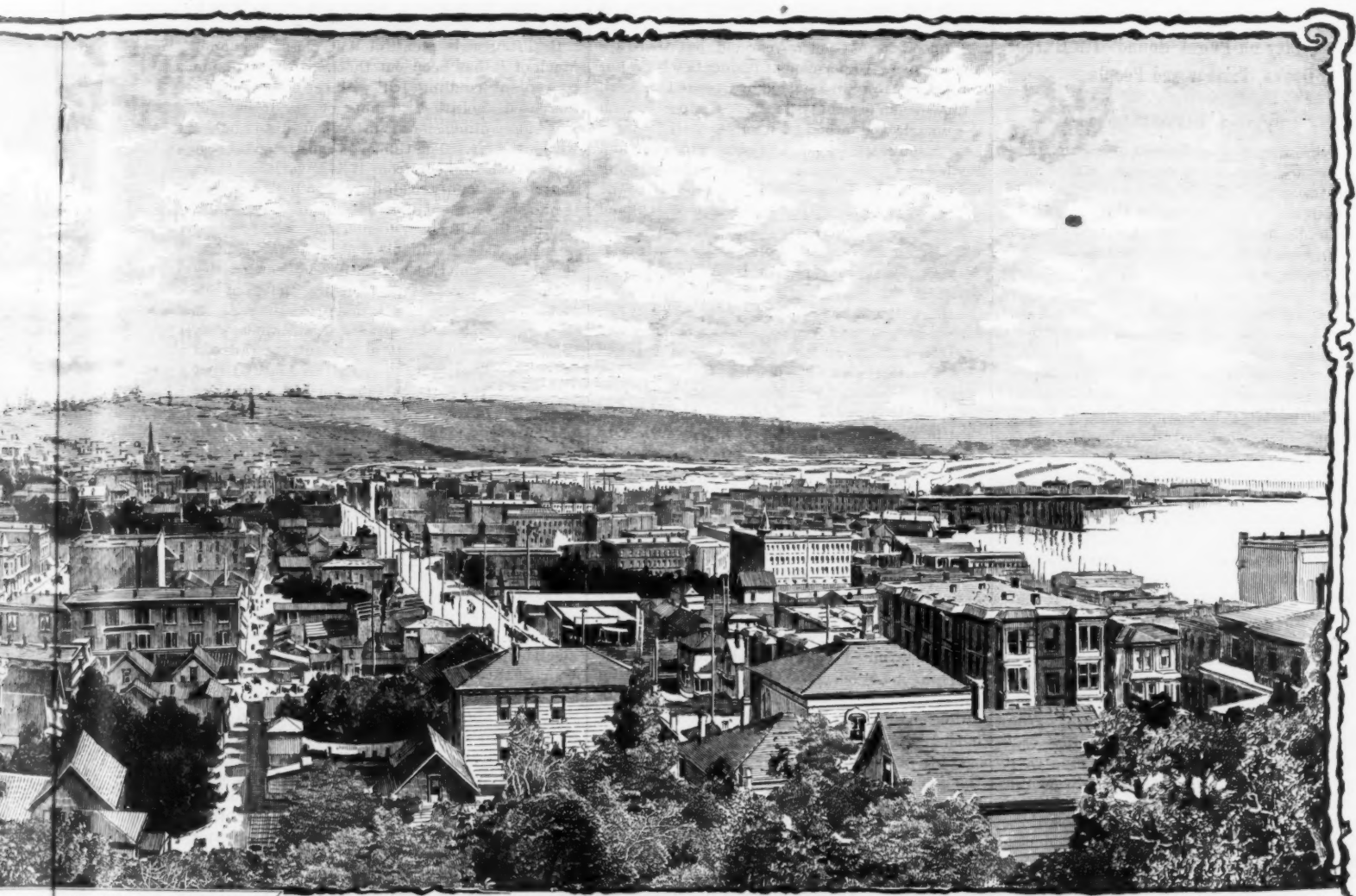


SEATTLE from the HOTEL

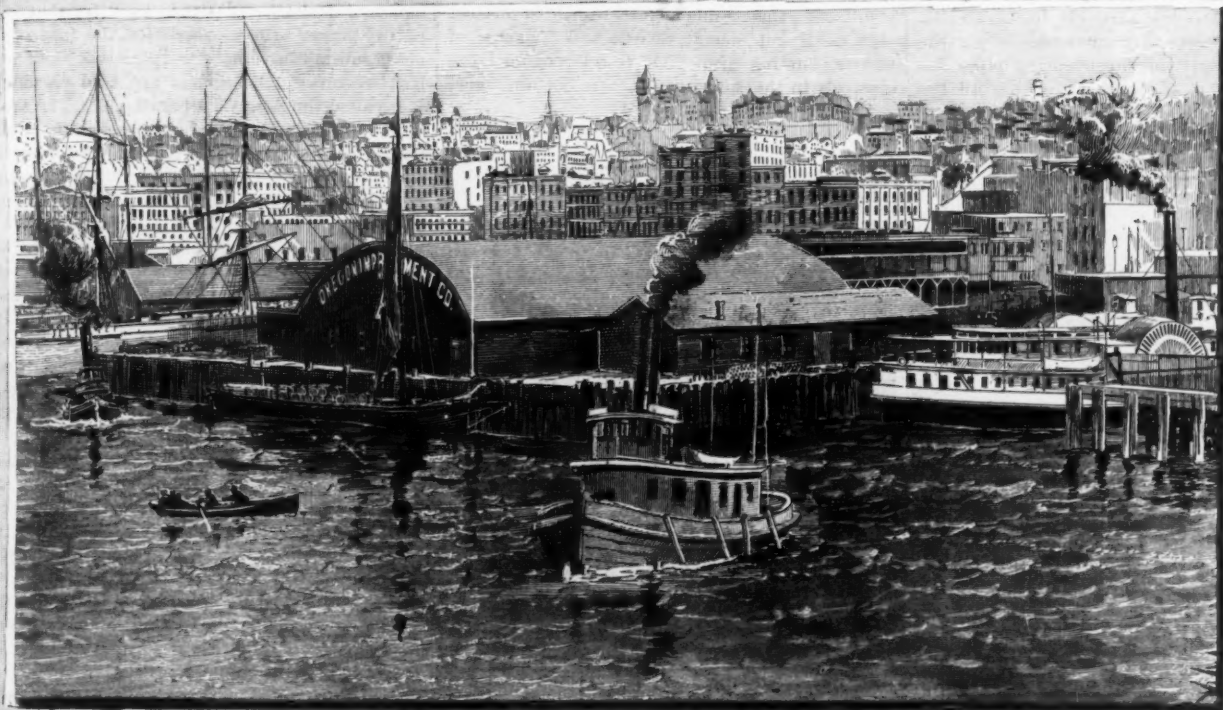


SEATTLE - View of the Business Center from the Coal Bunkers

SEATTLE, WASH



from the HOTEL DENNY.



SEATTLE- Harbor View from the Coal Bunkers.

WASHINGTON.

EDMONDS, WASHINGTON.

The New City on Puget Sound—Its Harbor, Docks, Timber and People.

BY J. C. HILDEBRAND.

A picturesque spot on the east shore of Puget Sound is the infant city of Edmonds, fifteen miles north of Seattle. The dense forests of tall pine have been cut away, on the gentle slope of the town-site, for a distance of perhaps three-fourths of a mile from the landing; and this space, nearly half a mile in width, is dotted thickly with new dwelling houses and store buildings. Before your boat touches the dock, the noise of the carpenters' operations is noted, and a score or more of new houses are seen to be under way. It is a picture pleasing to contemplate. Thrift and enterprise are marked features at first sight; and the visitor's interest lessens not a whit as he proceeds up the long dock and the sloping street.

A few minutes' walk brings him to a slight elevation, whence a good view of the magnificent scenery can be had. It would be a waste of words and space to attempt to give the reader even the faintest idea of what can be seen here. The lofty snow-clad peaks of the Olympics, apparently but a few miles distant (but upwards of eighty), are most conspicuous on a clear day, but they do not at all times constitute the main feature. The Sound itself is here most interesting. Its bright waters contrast strangely with the steep, wooded shores whose dark outlines grow dim in the distance toward the Straits of Fuca. The atmosphere is remarkably clear, and objects are plainly seen to a considerable distance that ordinarily would not be distinguishable a mile away. Boats coming up Admiralty Inlet from the Straits can be sighted an hour or more before they arrive in the harbor. This condition of the air is also an important item when considering the healthfulness of the locality. In the latter respect Edmonds possesses many natural advantages. A large spring of mineral water, slightly impregnated with sulphur, is located at a convenient point some 300 feet above the level of the town. Besides this, five separate streams of this pure water flow through the town-site, and mineral springs are numerous along the water front. From the large spring pipes are laid to all parts of the town, affording all the

conveniences of water works at a small fraction of the cost, and a quality of water unknown in any large city in the land.

Edmonds is not yet a year old, but there are already over 700 permanent residents within her limits. The town was started by George Brackett, a lumberman of twenty-five years' experience on the Sound, who owned the land, and still retains heavy interests. Messrs. Coon, Kingston and Peabody, a firm composed of enterprising young men with long heads, secured an interest in the property, and immediately began clearing and platting. Two months later the town-site was transferred to the Minneapolis Realty and Investment Company, who now own it. Active building commenced as soon as the property was put on the market, and has continued ever since. The Edmonds Land and Improvement Company was organized afterward, and secured valuable interests in and adjoining the original town-site. The progressive spirit dominates in both these corporations. They are composed of Minneapolis, Seattle and Edmonds men of means, who are abundantly able to make any improvements, and put the property in the best possible condition. This they are doing. Purchasers of lots for building have been and are still offered big inducements—perhaps greater than any heretofore offered under similar circumstances. Speculators, also, appear well satisfied with their investments here, the steady, gradual appreciation of values having already given them good profits, with a particularly bright prospect for the near future. Capitalists, noted for shrewdness in real estate deals, have not been slow to take advantage of the situation at Edmonds, and are laying out additions in all directions—where there is platable land.

It is a question if there is a better harbor on the Sound than that at Edmonds. Safe anchorage can be had here in the roughest weather. Deep water reaches almost to the shore line, and the largest vessels can come up to the wharves, of which there are two. These wharves are models of their kind. The larger one, used for passengers and general freight, contains 300,000 feet of lumber, and cost over \$6,000. The other is used for lumber only. Both are usually occupied. It is claimed, and the claim is well substantiated, that Edmonds is the third busiest port on Puget Sound; Seattle and Tacoma, of course, ranking first. All vessels engaged exclusively in the Sound trade, it is certain, must

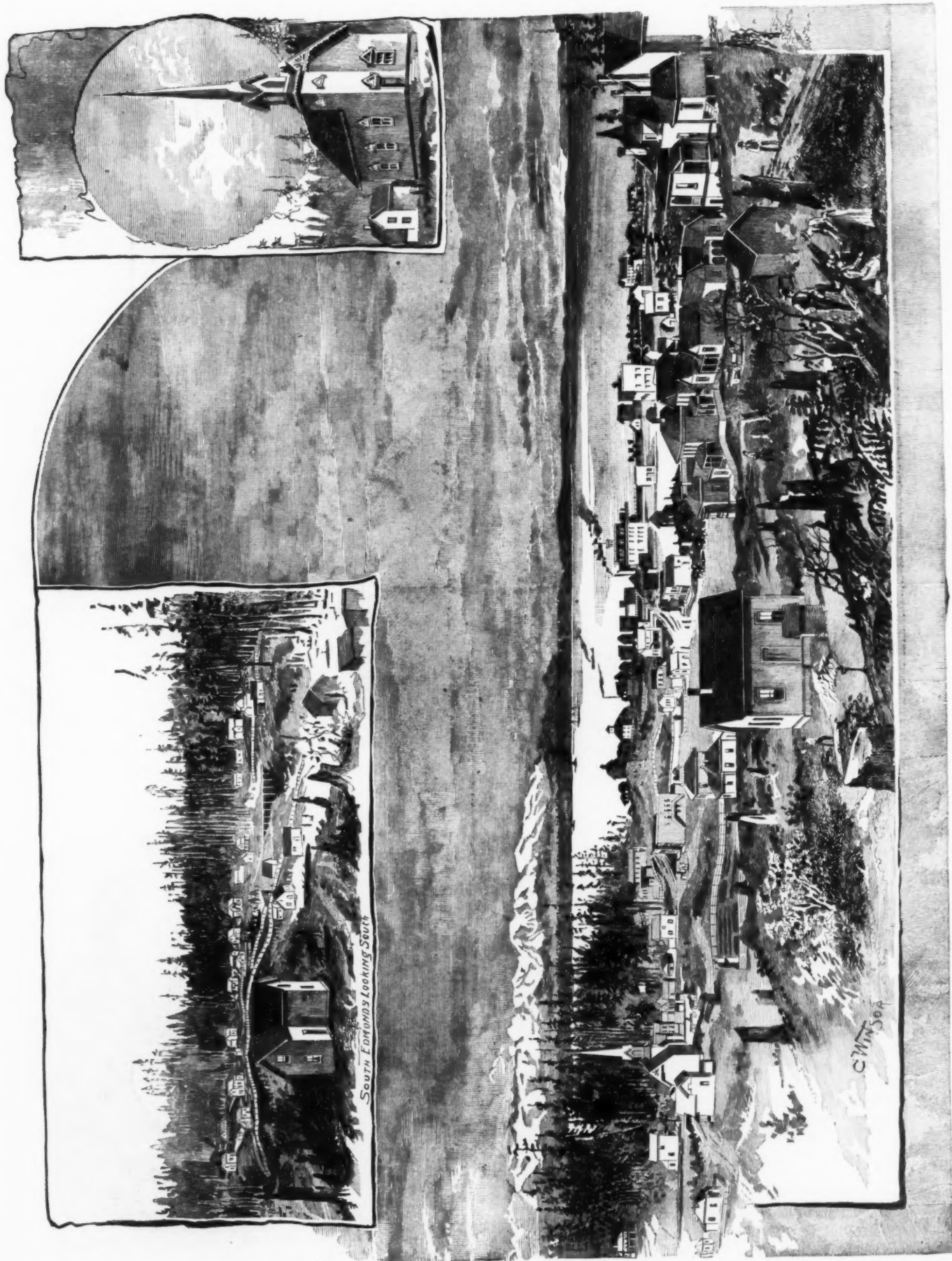
pass this point, and most of them stop regularly. One boat, the Buckeye, makes two round trips a day between Edmonds and Seattle.

Big timber is plentiful and close at hand. Much of it has been cut that was too large for convenient handling, but, with the contemplated increased facilities, "giants of the forest" of almost any dimensions can be made into lumber without delay. The timber is mostly cedar and fir, and the lumber from it is invariably clear and sound. County roads have been built through it into the town, making it easy of access, and hauling to mill not a formidable task. A vast quantity of this valuable timber, however, must remain uncut and useless until some new parties come in to increase the facilities and take advantage of the water-front privileges offered. It is a rare chance for practical mill men with sufficient means to put in a plant. A railroad grade has been built in from the south (Great Northern), and work is being pushed as rapidly as possible toward the north, to connect with the Fairhaven & Southern. Still another road is projected, called the Edmonds, Cady Pass & Eastern, which is intended to tap the rich mining and agricultural country beyond the Cascades. It has already been incorporated. These roads will give Edmonds all the shipping facilities that will be required for many years, and give the town advantages as a lumber manufacturing point not possessed by any other on the Sound.

Edmonds seems destined to become, also, a desirable site for suburban residences. The electric motor line that now runs to Ballard is to be built through this Spring, and rapid, cheap transportation furnished between here and Seattle. The line needs to be extended only about seven miles to reach Edmonds, and the passenger traffic even now would pay well. The delightful location, pure atmosphere and pure water of Edmonds are attractions hardly equalled within convenient reach of Seattle in any other direction. This fact will become much better known to the residents of that thriving city within the next few months. The advantages offered are those seldom overlooked by a progressive people, who wish to enjoy life while they accumulate wealth. So much has already been accomplished in the way of making Edmonds a desirable residence locality, that it is hardly proper to speak solely for the future. A neat, substantial church edifice was dedicated last December, and services are held regularly. It is called the First Congregational. The social affairs of the community have reached that stage when the methods and customs of Eastern cities are observed to a considerable extent, though much more enjoyable. "Quality," here, is not the imported article. It is gauged more by the importance of the person in a business way, and his adaptability to the usages of refined society. Matters of a social nature progress pretty much the same as they do in any new Western city. The *Edmonds Chronicle*, of December 27, contained ten different announcements of ladies who would "receive" on New Year's Day. Entertainments at private houses are frequent, and the ladies who grace these occasions, either as hostesses or guests, represent the best element of American society. The education of the youthful citizen is at present looked after in two small school buildings, which are much too limited for comfort. A large structure, costing \$10,000, will be provided in the near future, the bonds having already been voted. A well edited weekly newspaper, the *Chronicle*, places before its readers every Saturday matters of local and general interest in most attractive form. Its columns indicate a prosperous condition in business affairs and give to the world a comprehensive idea of life in Edmonds. The value to the community of this publication cannot be overestimated. The editors and publishers, Messrs.



EDMONDS.—THE HOTEL BISHOP.



GENERAL VIEW OF EDMONDS, WASHINGTON.



JAS. H. BISHOP, OF MINNEAPOLIS.

Hartnett & Lentz, are identified with all progressive movements, either of a social or a business nature.

The handsome new hotel shown in one of the illustrations is a feature that will be most appreciated by visitors. It is constructed on a liberal scale, is well finished throughout, and will provide good accommodations for about seventy-five guests. A door and sash factory was also recently completed and put in operation, the building being located near the shore end of the passenger wharf. A saw-mill of large capacity, owned and operated by George Brackett, with C. F. Knapp as manager, has employed a big crew for over a year, and done a prosperous business. A shingle mill near the town is running constantly, and turning out vast quantities of that useful article. Other enterprises, that will help to put the splendid timber in marketable shape, will this year be started.

The great importance of the projected Edmonds, Cady Pass & Eastern Railway will at once be recognized when it is known that the road is to be built directly into the valuable coal and iron deposits at the base of the Cascades, some thirty-five miles east, by the surveyed line. The preliminary survey runs due east for twenty miles, bears to the south for a few miles, then resumes its easterly course toward the coal fields. At a point about twenty miles from Edmonds, the line is calculated to connect with the Great Northern, which has surveyed a line down through the eastern part of Snohomish County in a southwesterly direction, toward Seattle, using an available pass a few miles to the northeast of the junction. The supposition is altogether reasonable that these projects will be carried out as outlined before another winter. The country has been thoroughly explored, and there is no guess-work about what it contains, in either timber, iron or coal. There is sufficient rich, tillable soil in easy reach of Edmonds to supply a large town with produce. Much of this is under profitable cultivation, but a vast amount of good farming land is yet to be developed, as it will be with a railroad or two running through it, making convenient markets for everything the farmer (or "rancher," as he is called in this country) can raise. Not many months will have

come and gone before all this, and possibly much more, has become reality, and Edmonds has assumed the airs becoming one of the most important seaport towns on the Pacific Coast.

The Minneapolis Realty and Investment Company have very wisely refrained from any effort to "boom" their Edmonds property, and the Edmonds Land and Improvement Company, being closely identified with the first named concern, have followed pretty much the same course. The interests of both corporations have been steadily advanced by their conservative methods, purchasers taking an active part in bringing new people to the place from the East, South and Southwest; showing thereby the utmost confidence in the management. This is not usually the case. When fictitious values are placed on property, and real estate activity is created by rumors that have no founda-



THOS. E. BISHOP, OF MINNEAPOLIS.

tion in fact, confidence very soon ceases to exist; and persons who have invested in good faith would as soon think of assassinating their friends as to encourage them in leaving their homes to make new ones in such a locality. The officers of the companies mentioned are men of experience and exceptionally good judgment. They are building this new town where they know it will have an honest, healthy growth, with sufficient financial encouragement; where the natural advantages will make it always attractive as a place of residence, and where outside capital will certainly become interested. They may be building even better than they know, and their present expectations may be altogether too modest. Most certainly they have kept well within the bounds of reason in their estimates of Edmonds' future.

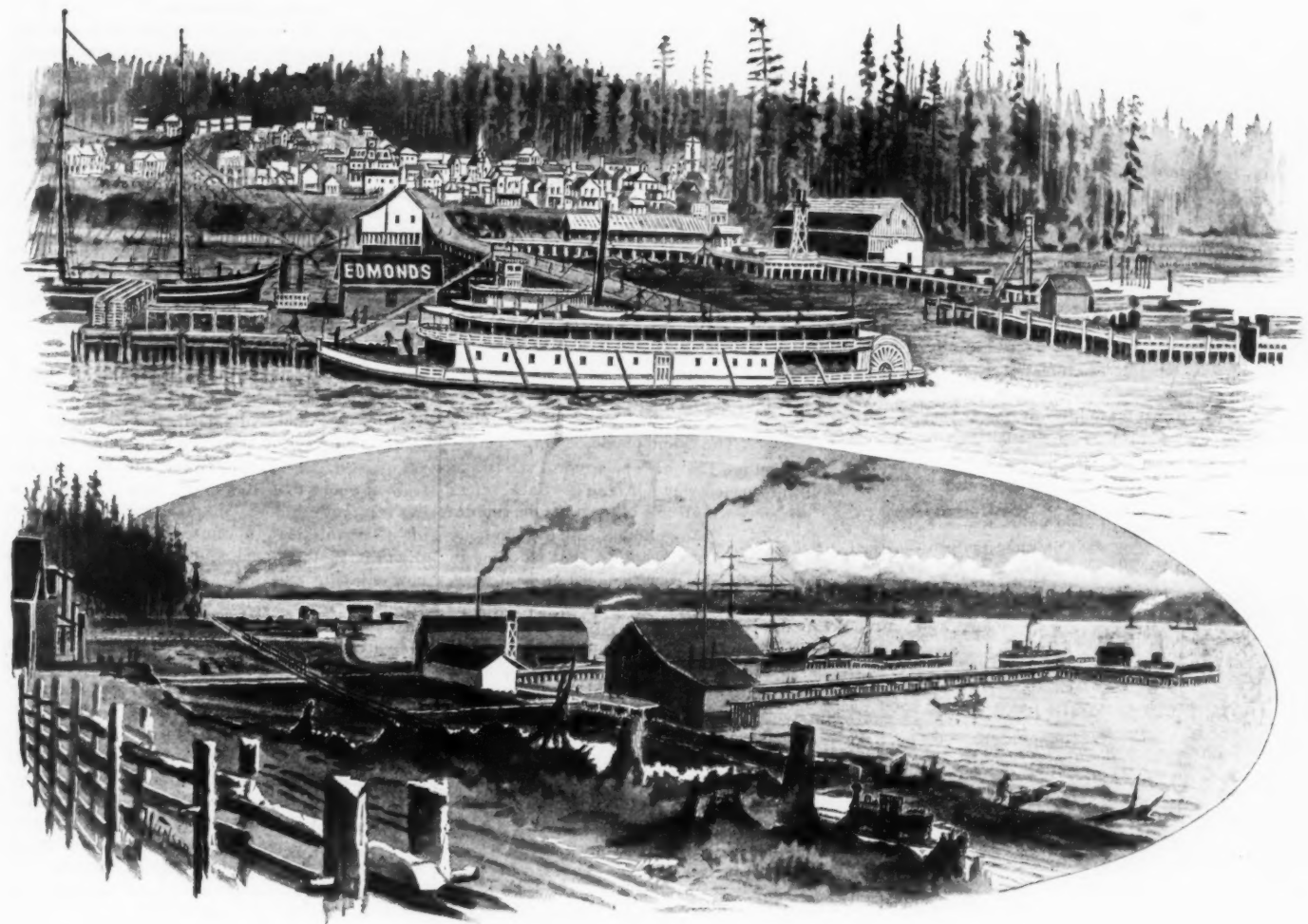
It is a commanding position, that occupied by Edmonds and her harbor, at the head of the two great ocean passages, the Straits of Fues and Georgia. Then

directly north, on the same general route for steamers, are the Bellingham Bay and Skagit River countries, with all the intervening islands. The advantages which this position gives Edmonds as a shipping point for coal, iron and iron ore must be recognized. In this respect, it is comparable to Perth and South Amboy, in New York harbor. The early development of the coal and iron deposits to the east of Edmonds will give this port the prominence it should have attained before now.

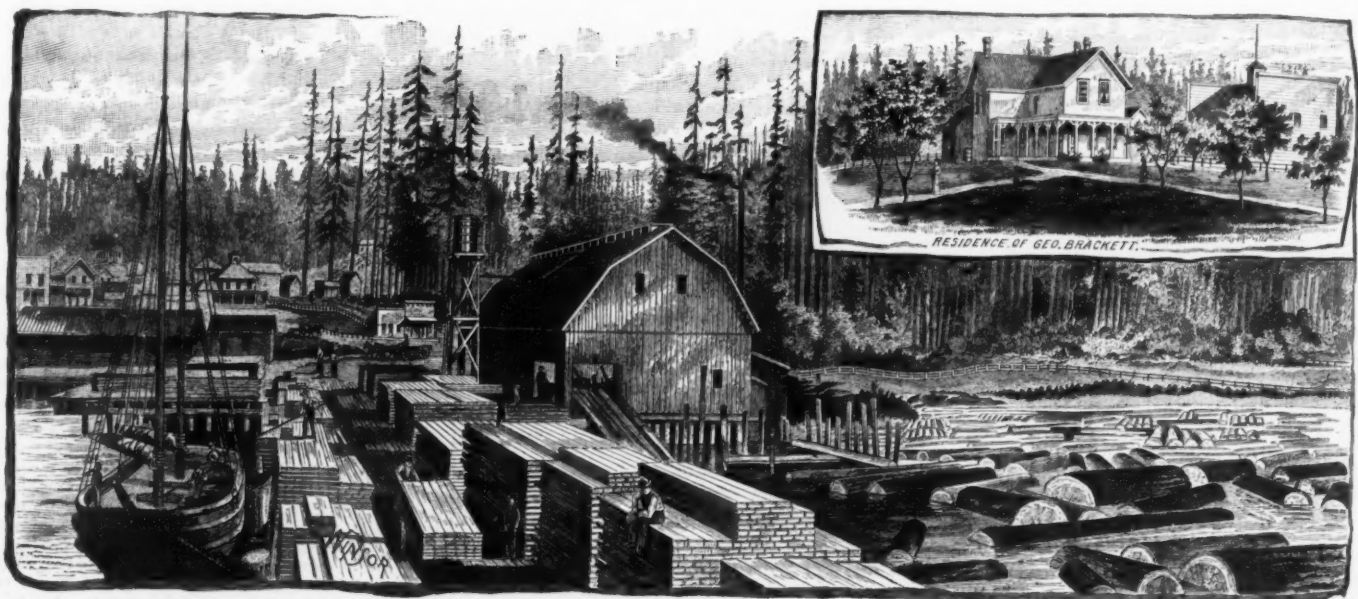
The reader will doubtless wish to know something of the men whose portraits appear in connection with the Edmonds article, as officers of the two companies. Jas. H. Bishop is president of the Minneapolis Realty and Investment Company, and also of the Edmonds Land and Improvement Company. He is peculiarly fitted for the position, as he is known to be strictly conservative in his dealings, and possesses a keen business instinct that has placed his name among those of the most successful wholesale merchants in the Northwest. Mr. Bishop has a war record of which he is justly proud. He enlisted as a private in the Fourth New York Heavy Artillery, and at the close of the great struggle returned as First Lieutenant Bishop, of the 140th N. Y. Volunteers. Shortly after that he located in the Northwest. Thos. E. Bishop is trustee of both concerns, and an active worker in their interest. He has unbounded faith in the future of Edmonds, and is accordingly enthusiastic on the subject. It was simply plain Tom Bishop, a private in the rear rank, at the beginning of the war, he having enlisted with the Thirteenth New York. He returned a captain in the Twenty-fifth N. Y. Volunteers, a New York City regiment. The two brothers are natives of Rochester, N. Y. Thos. E., before coming to the Northwest, was engaged in the wholesale coal business in New York City, and was for a time vice-president of the Coal Exchange. He has made hundreds of friends since coming to Minneapolis. C. Wright Davison is a prominent capitalist of Minneapolis and a trustee of the Edmonds Land and Improvement Company. He is considered one of the shrewdest financiers in the Flour City, and his name and personal influence are invariably sought



C. WRIGHT DAVISON, OF MINNEAPOLIS.



EDMONDS.—DOCKS AND HARBOR.



EDMONDS.—BRACKETT'S MILL AND WHARF.

when any new, important enterprise is projected. Mr. Davison expresses himself as particularly well pleased with the prospects of the little city which he is helping to build on Puget Sound. The three portraits form an interesting group, and any physiognomist who wishes to devote a few moments to a careful study of their features is welcome to publish his report to the world.

Connection with the Seattle, Lake Shore & Eastern (leased by the Northern Pacific) is not improbable this year. Reference to the map shows that by a line six or seven miles long Edmonds may be reached from a point near the head of Lake Washington. A survey has already been made, and cost estimated, showing the plan to be practicable. Should the N. P. take advantage of this chance to gain water front privileges and dockage facilities, Edmonds will have two great competing railway systems. There is considerable confidence expressed that some such move will be made, sooner or later. In view of the crowded condition of the water front at Seattle, it is reasonable to suppose that some point near there will be sought by the incoming roads that will afford them equal facilities. Edmonds is the most available at present.

The sale of the property, in lots and blocks, has recently been placed in the hands of Mr. A. L. Sutton, who has offices at Edmonds and in the Rengstorff Building, Seattle. Mr. Sutton is well adapted to that work, as he is a young man of unlimited energy, fair business methods, and credited with considerable foresight that has proved to him very valuable in real estate investments.

ADVANTAGES OF NORTH DAKOTA.

North Dakota has been noted for ten years for its wonderful wheat—the best in the world. Oats, barley, potatoes and all root crops are equally excellent. Fat cattle from this State have this year been quoted in the Chicago market at fifty cents per hundred more than any other stock marketed there. The rich natural grasses produce this result. Cattle, horse and sheep raising have become quite important industries here, as well as the raising of grain. The farmers have this Fall purchased in the neighborhood of 150,000 sheep to increase their flocks, as they find the expense of keeping sheep very small and the profits very large. Sugar beets with a large per cent. of saccharine matter are readily raised here, and the State offers a bounty for every pound of beet sugar made within its limits. Here is a grand opportunity for a company to obtain a good location. Flax grows readily and a large acreage is now raised simply for the seed. The State offers a bounty for all twine made here, and a tow mill could obtain the fiber from a large section of country, and would be gladly welcomed by the farmers as it would increase the profits of flax growing. The railroad facilities are first-class to make every portion of the State easily accessible. Considerable railroad construction will be done during 1891. The boom of 1882 and 1883 is over, the depression passed, and North Dakota is steadily climbing the ladder of prosperity. If you wish to participate in the advantages which she will gain during the coming few years, now is the time to take up your residence in the banner Northwest State.—*Fargo (N. D.) Argus*.

NINETY MILES AN HOUR.—During a recent trial of speed of French locomotives, records of eighty-seven and ninety miles per hour were made on a level track. On a gradient the maximum speed attained was eighty-five miles per hour. A speed of fifty-nine miles per hour for twenty consecutive minutes was attained by a locomotive hauling a load of 240 tons.

POPULAR SCIENCE.

Artificial Rubies

About three years ago two French chemists succeeded in producing rubies artificially. The crystals obtained, however, were small, and since then inventors have been occupied with the problem of increasing the size of the rubies obtained. To this end considerable changes have been made in their method of operating. Instead of using pure alumina, as formerly, alumina alkalinized by potassium carbonate is employed. This addition of an alkali does not alter the purity of the crystals obtained, while it facilitates their regular formation. In the original experiment the operation was completed in twenty-four hours, but the reaction is now extended over several months, with the result of obtaining much larger crystals. As much as seven pound weight of rubies is said to have been obtained at a single operation. Although the crystals are still relatively small, they are sufficiently large to mount, which was not the case in the first essays of the inventors.—*Pittsburg Dispatch*.

The Gramophone.

A sketch which has just appeared of the life of the well-known electrician, Emile Berliner, refers to the progress which has been made in the development of the gramophone. The gramophone differs from the phonograph in that whereas in the latter the sound is recorded on a wax cylinder, in the former it is etched on a metal plate. A company has been formed in Europe for introducing a small-sized gramophone, suitable for general use, which will be sold for \$10. By taking a celluloid casting of the sound etchings any number of reproductions of them can be made. It is proposed to have depots from which the voices of celebrated vocalists and the music of celebrated orchestras can be sent out on gramophone disks all over the world for social and public entertainments. Laboratories have already been established in Berlin and other large cities in Germany, and it is intended to establish in every city a gramophone office, where voice records can be cut in solid metal and copies furnished in the same manner as photographs are now made.

The Earth an Electric Motor

M. Zingler read before the Academie des Sciences de Paris a report of an interesting experiment in which the rotation of the earth upon its axis was copied by means of a hollow glass sphere and a Wimshurst electric machine. The glass globe was silvered on the inside and provided with a cavity in which a steel axle was placed. This axle was mounted on a support and the sphere placed between the two discharges of the Wimshurst machine. The balls of the discharges are placed so that a line connecting them will not pass through the center of the sphere. On turning the crank of the electric machine, the sphere is thrown into rotation; if the motion of the crank be regular, the sphere rotates regularly; if the crank motion accelerates, the sphere correspondingly accelerates. The balls of the discharges are placed several centimetres from the center of the sphere in order to avoid the sparks between the balls. This rotation of a hollow sphere under the influence of two poles of an electric machine is thought by M. Zingler to explain the origin of the planetary movements of our solar system.—*Mining South*.

How Celluloid is Made.

While every body has heard of, or seen, or used, celluloid, only a few know what it is composed of, or how it is made. A roll of paper is slowly unwound, and at the same time saturated with a mixture of five parts of sulphuric acid and two parts of nitric acid, which falls upon the paper in a fine spray. This changes the cellulose of the

paper into propylin gun-cotton. The excess of the acid having been expelled by pressure, the paper is washed with plenty of water until traces of the acid have been removed. It is then reduced to a pulp and passes to the bleaching trough. Most of the water having been got rid of by means of a strainer, the pulp is mixed with 20 to 40 per cent. of its weight in camphor, and the mixture is thoroughly triturated under millstones. The necessary colorings having been added in the form of powder, a second mixing and grinding follows. The finely-divided pulp is then spread out in thin layers on slabs, and from twenty to twenty-five of these layers are placed in a hydraulic press, separated from one another by some sheets of blotting paper, and are subjected to a pressure of 150 atmospheres, until all traces of moisture have disappeared. The matter is then passed between rollers heated to 140 to 150 degrees Fahrenheit, whence it issues in the form of elastic sheets.

The Oxidation of Leaves.

Perhaps the majority of the readers of "Notes for the Curious" have read the dozens of different theories advanced to account for the fact that leaves change from their dark summer green to yellow, red, golden and innumerable intermediate tints at about this time every year. The following from an eminent botanist, will, however, be of deep interest to those who have always thought that the red and golden glory we are now enjoying was simply the effect produced by frosts. The green matter in the tissue of the leaf is composed of two colors—red and blue. When the sap ceases to flow in Autumn, and the natural growth of the tree is stopped, oxidation of the tissues takes place. Under certain conditions the green of the leaf changes to red; under different conditions it takes on a yellow or brown tint. The difference in color is due to the difference in combinations of the original constituents of the tissue and to the varying conditions of climate, exposure and soil. There are several things about leaves that even scientists cannot explain. For an instance, why one of two trees of the same species growing side by side in the same soil should take one a bright red color in the Fall and the other a pale yellow, or why one branch of a tree will turn a beautiful crimson, and the one just above or just below it turn a dull brown.—*St. Louis Republic*.

The Electric Motor.

The universal application of electrical power to practical uses was recently summed up graphically by a writer in the *Sun*, who says: "In some cities, so far has the use of electric motors gone, that it is possible for a man to-day to drink at breakfast coffee ground, and eat fruit evaporated, by electric power. During the morning he will conduct his business with electrically made pens, and paper ruled by electricity, and make his records in electrically bound books, his seventh story office, in all probability, being, reached by electric motor elevator. At luncheon he will be able to discuss sausages, butter and bread, and at night eat ice cream and drink iced water due to the same electrical energy. He will ride all about the place in electric cars, wear shirts and collars mangled and ironed by electric motors, sport in a suit of clothes sewn and a hat blocked by the same means; on holidays ride in a merry-go-round propelled by an electric motor, or have his toboggan hauled up the slide with equal facility; be called to church by an electrically tapped bell, sing hymns to the accompaniment of an electrically blown organ, be buried in a coffin of electric make, and, last of all, have his name carved on his tombstone by the same subtle, mysterious, all-persuasive and indefatigable agency. This may sound like a wild and exuberant flight of fancy, but it is simply a faithful statement of the manner in which electricity is being applied to every one of the necessities and luxuries of life in America."

KENT, WASHINGTON.

A Thriving Farming Center in a Wonderfully Productive Valley.

BY E. V. SMALLEY.

Sixteen miles from Seattle and twenty-five from Tacoma, on the line of the Northern Pacific Railroad between those two cities, lies the town of Kent, which has grown up rapidly to a population of 1,200 solely on the trade of the White River Valley. The place has doubled its population in the last year, the new growth being attributable to the dividing of old farms into small tracts for fruit and vegetable culture and to the steady clearing of the wild bottom lands. Kent is the best place in this region to study Western Washington agriculture. Here is a community of small farms occupying a valley of really phenomenal fertility, where every man who has applied a moderate amount of industry to the soil and a reasonable amount of common sense is independent, with a comfortable home and money in the bank. I remember to have seen a book when I was a boy entitled "Ten Acres Enough." Here is a country where ten acres, cultivated in hops, or in fruit or in garden vegetables will actually support a family in luxury and where with five a very fair degree of rural comfort is attainable. In fact it is the ideal country for small farmers. With two competing markets, still so scantily supplied with home products that vegetables, fruits and dairy products are brought from San Francisco by steamer in large quantities; with a railroad running within sight of almost every farmer's house, with a soil which yields 500 bushels of potatoes to the acre, and finally with a climate so mild that you can plow and pick pansies the middle of January and carry on farm work without interruption through the entire Winter, and yet so cool in Summer that there is never any real inconvenience from heat, it would seem that all the conditions for success and happiness in agriculture were combined.

Both old settlers and new comers tell stories of the productiveness of this alluvial valley soil along the White River that will, I know, seem fabulous to Eastern readers. Hops yield from 1,800 to 3,000 pounds to the acre, and at an aver-

age price of seventeen cents net the grower \$350 per acre. A man who has a hop yard of five acres is independent. The vines grow from the same roots year after year. There is a ranch near Kent where hops have been gathered for eighteen successive years without replanting. Meadows yield from three to five tons of timothy to the acre which sells for \$17 per ton. B. O. Van Bokkelen, the Manager of the King County Agricultural Society, has a farm of forty acres, with twelve in hops and the remainder in pasture and meadow. He keeps twelve cows and from his sales of hops, milk and vegetables derives a gross revenue of \$5,000 a year, paying out \$1,800 for labor. He thus has a net revenue from the forty acres of \$3,200. I am told of the case of a man who leases eighty acres on shares, with sixty cleared, the owner furnishing the stock and the lessee the labor, and the two dividing the profits equally. Last year the lessee supported his family comfortably and put \$2,800 in the bank as the proceeds of his season's work. Another man has an apple orchard of six acres which netted him last year \$1,800. A farmer just south of Kent devoted his energies last year to five acres of onions and sold the crop for \$5,000. I hear also of men who have raised from thirty to forty tons of beets to the acre and sold them for \$10 per ton. J. A. Cavanagh, who has a farm of forty acres, with five in fruit, rented all but the fruit land and farm buildings, which he reserved for himself. He gets \$1,000 a year rent for the thirty-five acres and last year sold \$1,500 of fruit from the five acres. J. Calvin cleared five acres, leaving the stumps and roots in the ground, and planted potatoes. He neither plowed nor hoed his crop but he sold \$300 worth of potatoes from that wilderness field. C. E. Carpenter cut five tons of timothy to the acre. He says that the only drawback in raising timothy is that it is likely to make such a heavy growth as to lodge and that to prevent this farmers pasture the land until late in April to keep the grass down. At the King County Fair, held in Kent last September, celery stalks weighing five and a half pounds each, and cabbages weighing thirty-four pounds, were exhibited.

The success of the fair was so great in the exhibit of farm products, fruit and fine stock that the association has greatly enlarged its grounds and its plans and will seek to make the future

displays under a new charter giving a State character to the institution. There could be no better location for a Western Washington annual fair, first because of the richness of the valleys around Kent and next because of the location nearly midway between the two chief cities of the State, Seattle and Tacoma; from both of which excursion trains could be run and a large attendance attracted. The society has now fifty-three acres of land enclosed, including a beautiful grove on the bank of White River, and is adding to its half mile track one a mile long and putting up good buildings. It has a capital of \$25,000 and its officers are—A. J. Van De Vanter, President, and B. O. Van Bokkelen, General Manager.

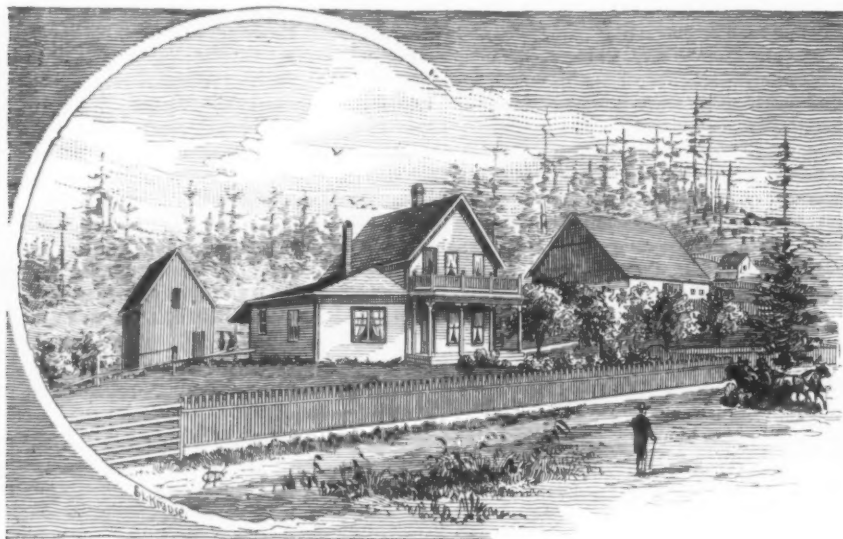
I find in the editorial chair of the *White River Journal*, Kent's newspaper, a veteran agricultural editor from the East, W. W. Corbett, from the *Prairie Farmer*, Chicago, and formerly connected with *Hill's Farmer* in St. Paul. Mr. Corbett was attracted to Kent by the remarkable agricultural prosperity of the region and intends to make his journal of more than local importance by developing it into a farmers' paper for all Western Washington. He tells of eating ripe strawberries on Thanksgiving Day, of picking blackberries up to the first of November from bushes growing so high that a step-ladder was required to reach the upper boughs, and of seeing bees gathering honey from field flowers on the tenth of January. Yet Kent is in the latitude of Fargo, North Dakota, and of Augusta, Maine.

Eastern farmers who may read this article will be prepared for high prices of land in a valley producing such phenomenal crops and being so favorably situated for marketing produce; but they will be astonished when they hear the figures. The cheapest price I have heard named is for one of Ezra Meeker's hop farms, two miles from Kent. It comprises 130 acres, of which sixty-three are in hops, and is offered with the buildings for \$200 per acre. It will not be long in the market at that figure without finding a purchaser. Cleared valley land in small tracts under cultivation cannot be bought in this valley for less than \$300 an acre, and very little can be had at that price. The farmers are all well-off and don't want to sell unless they get a big figure. Not long ago an enterprising Seattle real estate agent, Mr. Eshelman, sent a man through the valley to list farms for sale. He was received and entertained in a friendly manner by the farmers everywhere but he could find nobody that wanted to sell at a price that he thought could possibly attract buyers to a city real estate office, and after a week's fruitless search he returned to town. Still, a good deal of land has changed hands during the past year by the dividing of the old 160-acre farms into five and ten acre lots, but the prices obtained were in all cases too high for a city agent to advertise with a view of securing purchasers not familiar with the intrinsic value of the lands. Owners, when approached to sell, say, "Why should we take less for our land than we can get from it every year in crops?" When a farmer is netting \$300 a year per acre from his land he is naturally not anxious to sell. Wild land in the valley is worth from \$75 to \$100 per acre. Such land can be cleared and grubbed for from \$80 to \$100 per acre. There is still a good deal of it left and the cheapest way to get a farm is to buy a wild tract and hire it cleared by contract. Settlers of small means prefer the slower process of clearing by degrees themselves, slashing and burning the first year and using the land for pasturage until the roots rot and the stumps can be pulled out without the use of dynamite.

Kent is not only a hop center and fruit center—its apples, exhibited by J. Cavanagh, took the first prize at the New Orleans Centennial Exhibition—but it is also the principal dairy center of Western Washington, shipping large quanti-



KENT.—BUILDING OF THE WASHINGTON CENTRAL IMPROVEMENT CO.



KENT.—RESIDENCE OF J. W. CLARK.

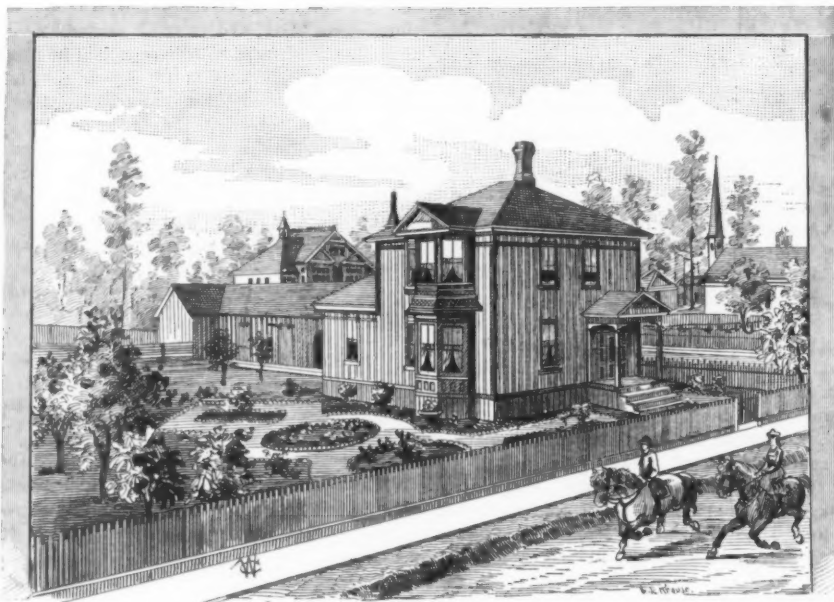
ties of milk to Seattle and Tacoma. I hear that the railroad company receives \$18,000 a year at Kent station for freight on milk alone. Milk brings twenty-two cents per gallon. No butter or cheese is made, because there is more money in selling the milk. Cows run out on the pastures all winter but are fed a little to keep them in the best condition and are stabled at night. No winter shelter or feed need be given to young stock, so mild is the climate and so good the pasturage throughout the winter months.

The White River, which runs past Kent, is a broad, strong stream of fine water heading in the Cascade Mountains and joining the Black River a few miles south of Seattle to form the Dwanish. Its valley is settled for about twenty miles above Kent. Its chief tributary is the Green, which also forms an alluvial valley, but of less width and length than that of the White. Steamboats used to run up to Kent but the railroad has taken the traffic which formerly supported them. From the White to the Puyallup River there is a deep connecting slough known as Stuck River, so that there is a broad, rich, continuous valley all the way from Seattle to the mouth of the Puyallup at Tacoma. This valley is separated from the Sound, with which it lies parallel in its general direction, by about five miles of ridge covered by fir forest, the entire ridge being evidently

a gigantic dump of drift from the glacial epoch. On this ridge and also on the fir uplands east of the valley settlers are beginning the enormous task of clearing the land for pastures and fruit farms. These toilers in the woods are mainly Scandinavians who support their families by working for wages most of the year and find a little time for slashing and burning on their own small tracts. In a few years they will have little farms cleared on which they can live in comfort.

A wise course for new settlers who have a little capital and who desire to get a foothold in this remarkably fertile valley and to share in its prosperity, would be to come first to Kent with their families, take a small house or a few rooms for temporary quarters, and then, after looking the ground over carefully, buy a few acres of cleared land and a larger tract adjacent of wild bottom land. On the small tract of cleared land a family can be supported, and the process of clearing the larger tract can go on economically year after year until a farm is secured of sufficient size to make the owner independent, and enable him to look forward to a life of ease in his declining years.

A word in conclusion about the town itself. It



KENT.—RESIDENCE OF HON. W. J. SHINN.



KENT.—RESIDENCE OF CAPT. J. J. CROW.

is regularly laid out on level ground, high above high-water mark on the river, and it abuts against a bold hill already beginning to be occupied for residence sites. There are two business streets, one on each side of the railroad. An electric light plant is already in operation and a small water-works plant, now inadequate for the needs of the place, is about to be enlarged so as to give fire protection and an ample supply of water for domestic uses. The public school building is handsome and commodious. Fruit trees and flowers abound. There are four daily trains each way on the Northern Pacific Railroad. The people are mostly Americans of intelligence and education, and the social life is refined and agreeable. For fuel there is a choice between fir wood, always very cheap, and the bituminous coal mined in large quantities in the Cascade Mountains. There is absolutely no malaria and the health record is remarkably good. So excellent are the conditions for success in small farming and gardening and so pleasant the climate and the surroundings for rural life that it will not be many years before the entire valley from Seattle to Tacoma will be so densely settled as to form almost a continuous village.

PERSONAL AND OTHERWISE.

HON. W. J. SHINN was born in Lynn County, Iowa, in 1851, and moved to California in 1869, where he engaged in the drug business until 1878, when he moved to Puget Sound. He located at Kent in the Spring of 1885, when the town was yet in its infancy, the only buildings it could boast of then being a store and hotel. Mr. Shinn purchased the hotel and conducted it till 1887, when he sold his interest and engaged in the real estate and insurance business. He is a bright, enterprising young man of thirty-nine years, with lots of vim and push, and has been very successful in the realty business, accumulating a handsome fortune in a few years. He was elected to the first State Legislature of Washington, and represented his constituents with considerable merit. He formed the Kent Land Company in the Fall of 1889. This company proved to be a great success and assisted the town materially. Mr. Shinn deserves considerable credit for his effort in dividing up the large tracts of land into garden patches of five and ten acres. In this way the valley will be more thoroughly settled and thickly populated. He is now erecting a row of ten cottages in Kent, and contemplates putting up a brick block in a couple of months.

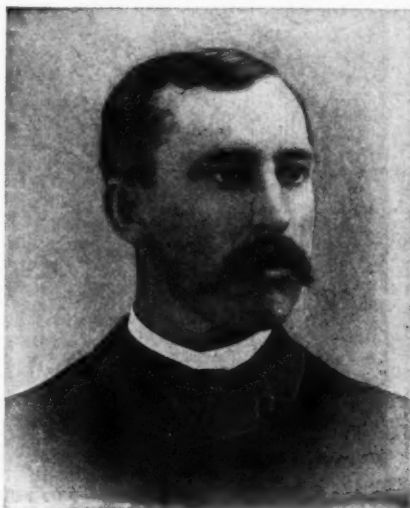
THE WASHINGTON CENTRAL IMPROVEMENT COMPANY was organized in February, 1889, with the object of doing a general realty and improvement business. The company has large means at its disposal and purchases and improves real estate. It builds stores and houses, owns ranches and hop farms, has its own store and operates two factories. It has spared no money or efforts to bring all possible enterprises to Kent. The company is composed of Senator A. T. Van De Vanter, President and General Manager; L. J. Smith, Vice-President; W. B. Ham, Secretary, and Charles Garbeson, Treasurer.

SENATOR A. T. VAN DE VANTER.—No better illustration could be given of the progressive young men of the West than Senator Van De Vanter. He was born in Sturgis, Michigan, where he received an excellent education, and moved to Washington in the Winter of 1884. After deciding on a location he set to work with zeal and energy to develop the resources of his new home. He saw the necessity of a combined effort to develop and encourage new industries, and with this end in view he organized the Washington Central Improvement Company, of which he is President. This company, through the advice of its president, has done more for the genuine welfare of Kent than all the individual efforts put forth for the benefit of the town. Senator Van De Vanter has held many offices of trust in the county, was first Mayor of Kent, and is now President of the King County Fair and Agricultural Association. He was elected State Senator at the late election. He is the youngest member of the Senate, with very bright prospects. It is safe to predict if he displays the same ability in the Senate that he has in his business career his constituency will be well represented. He is a young man of unusual executive powers and good business capacity, and the town of Kent owes much of its present prosperous state to his talent and perseverance.

THE KENT MANUFACTURING COMPANY.—The Kent Manufacturing Company was organized about a year ago by W. B. Ham, who still continues as chief owner of the property. The plant was started in a modest way, devoting nearly all its time so making sash and doors, but as the business increased they gave it more scope and began making chairs, and, finding this line very profitable, they commenced to make other arti-

cles in the furniture line, until they finally discarded the sash and door business and confined themselves exclusively to the manufacture of all kinds of furniture. The business is well managed and is in a prosperous condition, which reflects credit upon not alone the projectors, but on the location.

CAPTAIN J. J. CROW.—Western Washington can trace nearly all its old pioneers to California, and the stirring times of 1848, when overland stages and slow ox trains made traveling to the



HON. A. T. VAN DE VANTER, OF KENT.

Pacific Coast an arduous and dangerous undertaking. In those days of uncertain trails, unfriendly Indians and bold road agents, Captain Crow left Missouri (1842) and traveled to Willamette Valley, where they took up a donation claim near Lind. This trip from Missouri to Oregon was full of incident and peril, of which the present J. J. Crow has but a faint recollection, being then but a mere lad. The family moved to Portland in 1859, and Captain Crow left



HON. W. J. SHINN, OF KENT.

them for Puget Sound. His strong love of adventure and travel was somewhat gratified here, where he followed a number of occupations in the Fall and Winter, and prospected in the Summer. He was very successful as a prospector and located a number of gold, silver and iron properties and several valuable coal claims. He was the discoverer and owner of the Black Diamond coal mine near Franklin, which is one of the best

paying mines in that section. Captain Crow owned and operated a steamboat on the Sound and White River waters, but disposed of his steamboat interest in 1886 and returned to his ranch near Kent, where he now resides in a fine, comfortable residence, which he recently erected. He is now enjoying the fruits of a prosperous career, owning a splendid ranch and large tracts of valuable property, and is generally considered a man of independent fortune. He still retains a great deal of his youthful love of prospecting, and takes his family for an outing on Mount Ranier for a few weeks every Summer. He has raised a family of thirteen children, all of whom live at home. The many romantic and thrilling episodes in his eventful life of prospecting and steamboating would make very interesting reading.

J. W. CLARK.—Hardly enough credit is given to the early settlers who carve and smooth the pathways of civilization. Only a very faint idea can be conveyed of difficulties of the early residents who were compelled to cut and slash and blast and burn before making any progress in an agricultural way. Among the many entitled to distinction and honor as pioneers of the Puget Sound Country is J. W. Clark. He came with his parents in 1847 to the Willamette Valley and located near Brownsville. He moved up to the Sound country a few years after and settled in the White River Valley, where he took up a homestead, and has continued here cultivating his land and engaged in general farming. Mr. Clark is now enjoying substantial compensation for his early hardships and assists liberally every project beneficial to the town. His original homestead is now a part of the town of Kent, and he has already sold off a couple of additions to the town. He is a mild, pleasant gentleman, of considerable shrewdness and foresight.

THE KENT MILL COMPANY.—This large concern is composed of Lysander Smith and his son, A. E. Smith, who have been engaged in the saw-milling business for a number of years. Their mill has been located at Kent for over nine years and was the first industry of the place. They employ about a hundred men in the mill and camps, and manufacture 75,000 feet of lumber a day, with a lath output of 25,000. The institution is intelligently and economically managed, and is well known to lumber dealers throughout the West, although they make a specialty of railroad work. They have recently filled large contracts for the Northern Pacific and other railroads, and are now devoting their entire cut to railroad purposes. This enterprise has been a great aid in building up Kent, and owing to the large amount of timber possessed by the firm tributary to this point, promises to continue indefinitely.

B. O. VAN BOKKELEN is a resident of Kent only a few months, but during that short period his energy, ability and experience has found recognition and brought him to the front rank in directing her affairs. Mr. Van Bokkelen purchased a pretty ranch on the outskirts of town, on which he has erected some substantial farm buildings, and is now awaiting the plans of a magnificent villa, which he contemplates starting at once. His efforts in creating the King County Agricultural Fair Association were of material service and he was elected general manager of the enterprise.

The Cornwall saw mill on Bellingham Bay, Wash., has received from a mining company at Riviera, Australia, an order for twenty million feet of lumber. This is the largest single order ever given to any mill. It will keep a large number of men busy for six months.

DONNELLY ON THE HOG.

From Ignatius Donnelly's speech at the Farmers Alliance convention in St. Paul, recently, we take the following passage on the hog:

Our whole battle is between human selfishness and human love. Our remedy must be the arrestment of human selfishness. Darwin tried to prove that man was descended from a monkey. There is so much of the hog in human nature that I have sometimes doubted whether our ancestors were indeed the vivacious and intellectual *simia*.

Did you ever watch the travelers in a railroad car? Each one pays for one seat and is entitled to but one seat. But observe the human hog. He carries a key to turn over the seats. He throws a big coat in one spot and his valise in another, and then sprawls himself over four more. He pretends to be asleep while pale women, bearing children in their arms, and grey-haired men stand in the aisles, looking askance at the five extra seats he has monopolized. He is the Plutocrat of the car. He isn't satisfied with a fair share. He wants an advantage over his neighbors. He chuckles to think he has kept his fellow travelers, who have paid as much as himself—and have the same rights—standing. He wants more than he can possibly use.

Life is represented by that railroad car. The only comfort mankind has is that when death calls out the name of the hog's station he must get off. And he scowls at his fellows as he goes; he is wretched because he can inconvenience them no longer.

You may clothe the hog in broadcloth, but he is a hog still. You may put a silk hat on his head and a gold chain about his neck, but he is nothing but a hog, and the bristles protrude through the jewelry. And Mrs. Hog! Clothe her in satin; hang her ears with diamonds; cover her mammary glands with Valenciennes lace, and yet she is nothing but a hog; and when she speaks you can hear between the syllables the guttural grunts that remind you of gorging and guzzling in the royal swill tubs.

A father was once enlarging to his son on the goodness of God, when he inspired Adam to give the right kind of names to the different animals. "Why," replied the irreverent youth, "it don't seem to me that it took much inspiration to name the hog—any one could tell he was a hog!"

What does the railroad company do with the traveling hog? It yanks him up by the ear. It piles his superabundant baggage all over him. It seats the poor, patient people who are stand-

ing. It distinctly tells the hog he can have his fair share and no more.

Now that's what we want to do in government. In other words we must keep the hog in his place—I might say in his pen. We must prevent him from breaking out and devouring his neighbor's gardens. The law must enforce fair play, equal rights and equal opportunities. Civilization consists, in its last analysis, in the arrestment of human selfishness—in keeping the hog in his place. When mankind devised laws centuries ago, to punish robbery, murder, rape, arson, they simply placed limitations on human selfishness—on the wild boars of the race. The police, the army, the courts, the government, all are merely a mechanism to keep human selfishness in check. Our evils to-day are due to the fact that we have not yet provided for many new forms of human selfishness, which have arisen out of the new conditions of society. We have

not caught up with the hogs. They have broken loose in a new place and are scurrying hellwards. But it is merely a question of time. There are enough of us. We will drive them back before long into their pens, and put a barbed-wire fence around them. And if that won't hold them in, we will kill them and smoke their flesh and feed it to the hungry multitudes.

The battle must go on. Edmund Burke says: "Wars between men may cease but wars between principles will never cease." No, because God is at the end of one principle and the devil at the end of the other. The one represents right, the other wrong, the one love and the other greed; the one universal happiness the other almost universal misery. There was a time when the traveler walked knee deep in the mud. Now he can ride in a palace car. That represents the advance of humanity. But even yet a few only ride and many must walk. The movement must go on—(God has his shoulder behind it) until every one can ride—until the cars will be big enough for all—well lighted, well ventilated, well warmed, well stocked with food for all; and there will be a comfortable seat for every man, and no man shall stand while another occupies two seats. Progress does not consist in throwing part of the passengers out of the window, but in enlarging the cars until there is room for all. The welfare of the many does not require the destruction of the few.

MY VALENTINE.

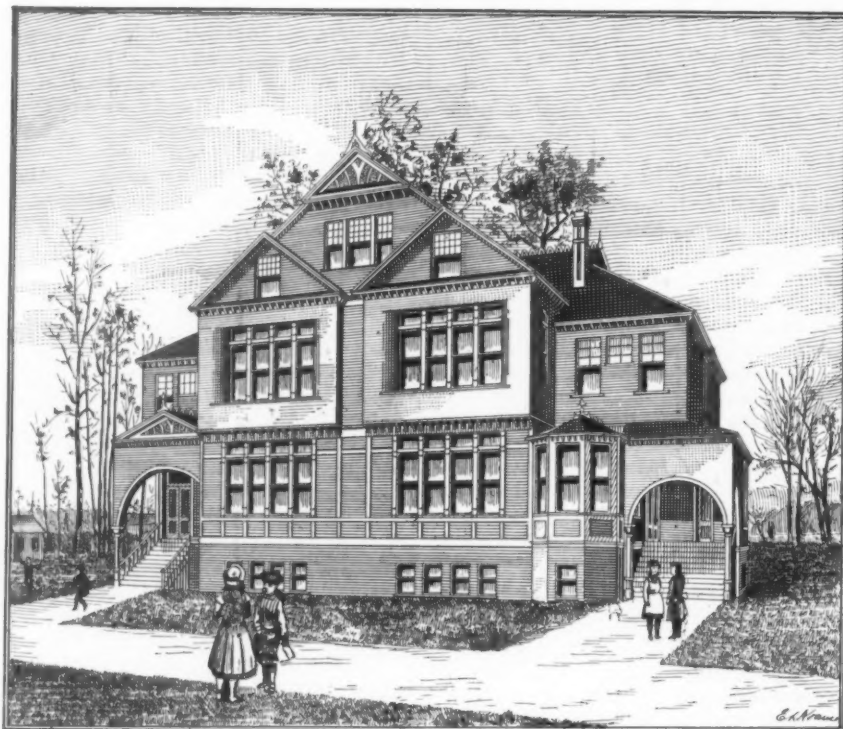
Coldly the sunshine's golden splendor
Is falling on ice and snow-bound plain,
And, on his harp of tree-tops, the North Wind
Is playing a dirge that is full of pain.

Deep on the hill-sides, bleak and dreary,
Earth's winter mantle of ermine lies,
And even the river seems sad and weary
As it catches the gleam of the wintry skies.

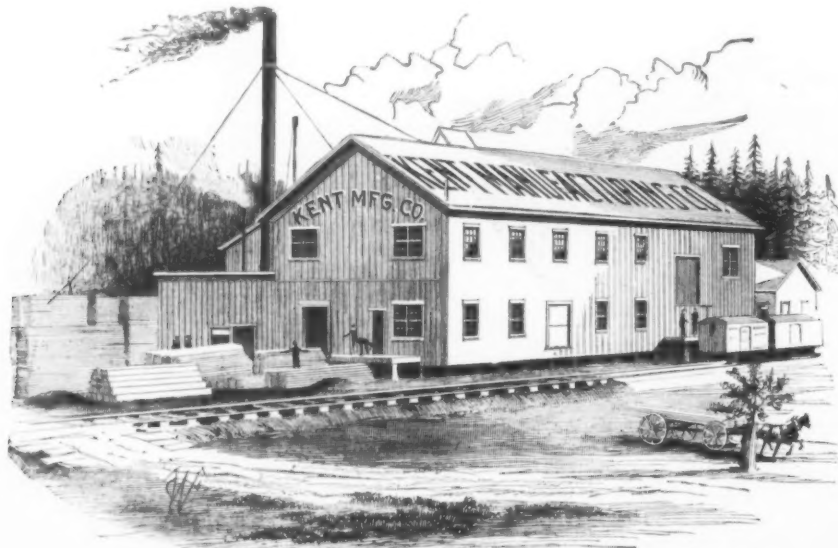
But what care I for Nature's sadness,
While my heart is filled with this tender love!
There is only room in it now for gladness
And a woman as sweet as the angels above.

My sweet, my sunbeam, my brown-haired maiden,
Whose tender eyes with the love-light shine,
I lay at thy feet my soul love-laden,
And kiss thee softly, my Valentine.

W. E. P. FRENCH.



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☐ The soil is here.
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 The geographical position of advantage is here.
 The navigable waters are here.

The railroads are here.
 The coal, iron, minerals and timber are here and tributary to here.
 The current of immigration is coming here.
 Men's and women's thoughts and interests are here.

A word to the wise is sufficient to either bring you here, or have you invest here.

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SUNDAY IN A RAILROAD CAMP.

The Northern Pacific Railroad, on its way from Montesano to Gray's Harbor, is now capturing one after another the bluffs that rise abruptly out of the Chehalis River and offer some difficulty to the engineer. With powder and pick an army of laborers are grading and securing these points of vantage and making straight paths for the coming road. The force of men is divided into several detachments and these are located at intervals along the fourteen miles lying between the two places.

One of these railroad camps lies about two miles east of Aberdeen, where a body of men are working on the sheer hillside. A grade has been partially established, showing as a broad level path of freshly worked earth. A line of small sticks has been driven in the soft ground to indicate the center of the future track. Against the embankment lie piles of picks and shovels, thrown down together in Saturday night haste and now lying shining in toil-worn brightness in the Sunday sun. Against the embankment of soft, half-formed sandstone lean long iron rods for drilling blast holes, while behind a few sheltering boards a heap of cases of giant powder lie in harmless seclusion.

Beyond this the campclings to the rugged hillside, hemmed in on one side by a deep, green gorge, down which the feeble descendant of an ancient stream trickles to meet the broad rush of the Chehalis below, and on the other by depth on depth of trackless forest. The white tops of the tents gleam out brightly, while huddling about the roots of the sombre trees, in incongruous familiarity, are numberless crazy little shacks flung together haphazard for shelter against the Autumn rains. These shanties are of the roughest imaginable sort, most of them hardly tall enough to allow of a man standing upright, and built of miss-matched gaping boards and sheaves of bark; some are covered with moss torn from the trees, and in their picturesque rudeness seem more like a village of play houses than the shelter of men. All about are signs of primitive housekeeping. Old oil cans converted into water boilers hang over the camp fires that crackle in the hollow root of a tree or flicker in the more exposed places. The little settlement is thickly populated, and yet there still hangs about the moss-grown evergreens and ferny gorge the breath of deepest solitude; the trees move drowsily after their centuries of sleep.

Just now the whole camp is in a flutter of domestic industry, and the sound of the saw is heard in the land. Many of the men are busy adding, by roughest carpentry, to their ineffectual shanties, while on every tent-rope strings flannel clothing drying and shrinking but still testifying to a well meant washing. On the tent-pegs are thrust sodden boots, soles heavenward. The air is full of the rapid, clicking music of Spanish and Italian, and now and then from some shack comes a strain of some familiar opera air or half-forgotten waltz. A few slow moving, slow speaking Swedes, weather tanned out of their natural fairness, make a perfect contrast with the swarthy vivacious Italians. Conspicuous among the men stood an idle young Spaniard, with vermilion suspenders over his dark shirt, and knotted about his full, brown throat a scarf of the same color. On his forehead were arranged three flat, black curls over which his gray sombrero was carefully tilted. He was gotten up as if for a bull-fight, and strode about self-consciously with a bound book tucked under his arm. When he stopped to talk he drew his heels together with a click like a dancing master, or more like a gay matador who has speared his bull and is about to make his acknowledgments to an applauding audience.

Near the outskirts of the settlement was a

neatly shingled little storeroom, sunk up to its caves in the earth, where the food supplies were kept. Near this was a strange little mound about three feet high, slightly conical in form, and built of small stones and mud baked to a clay. At the bottom was a square opening and above, toward the back, another smaller opening; within it was nicely lined with clean, flat stones, while the top was surmounted by a small, wooden cross. The young Spaniard explained politely, with his heels together, that it was here that they baked "blead." Filling the oven with fire until the stones were thoroughly heated, then sweeping it out, they baked their bread in the slowly decreasing heat of the oven. The cross was for good luck. In reply to whether the bread was good, he lifted one gaily suspended shoulder to his ear and said: "You bet-ter be-leeve."

His was the only English within hearing, but Spanish and Italian flowed freely to the accompaniment of hammer and saw, used with the intermittent jerkiness of inexperience. They seemed very much interested and absorbed in the work, when from below rang out the musical clamor of a triangle struck repeatedly. Then everything was dropped instantly, and, laughing and chattering, the men by scores poured out from tent and shack and made a rush for the long dining tent. They plunged under its canvas sides like small boys at a circus and, heels last, were lost within, while still the clanging triangle called the laggards to supper.

It seemed gay, almost homelike, in this forest town of a week's growth, and it is pleasant to know how cheerily these knights of labor are carrying forward in their toil-hardened hands the standard of progress.

LOUISE HERRICK WALL.

A FIGHT WITH SHARKS.

Dave Hume and Fred Wright, of Tacoma, while coming in from the straits recently, had an experience that satisfies them as to the shark's fighting weight, says the Tacoma News. They had been down to the halibut banks, off Flattery, in their schooner Lady George, and had just reached the entrance to the straits, when they observed a commotion in the sea half a mile seaward. It approached rapidly, and soon they could see that it was a dozen or more sharks fighting among themselves. They experienced no uneasiness on that account, however, as both had seen such battles before. The combatants approached nearer and nearer, until they were plunging and fighting almost under the schooner's foretop.

Seeing this, and being afraid of some damage to the boat, Wright seized his rifle and fired into the wild mass. Finding that it produced little effect, Hume joined him and they both began shooting into the sharks. Hardly had half a dozen shots been fired before they noticed a change. The fighting sea tigers all fell apart and seemed to be intent on finding their new antagonists. All at once several of the sharks plunged directly at the boat and hit it a resounding blow, with force sufficient to throw both men flat on the deck. A second rush was made and then the entire school of fish began pounding on the schooner's bottom and sides. Backing off a dozen rods or more, they would come on with lightning swiftness, hitting the schooner square, making her quiver from stem to stern, while the force of the blow would often stun the shark. Soon there were several floating on the waves, stunned by their own mad rushes, but there were plenty left to keep up the fight.

At the next run one shark aimed too high, and he skimmed over the rail and fell on the deck with a sounding whack, narrowly missing the two badly frightened mariners. The big fish began floundering around, and in a few seconds

he had that portion of the deck to himself. Hume and Wright were badly rattled by this time and hardly knew what to do. They fired at the shark on the deck, but as they were afraid of making a hole in their boat, they missed him. He pounded the deck with his big flail-like tail, and the sailors were afraid the shark would sink them.

Seizing each an ax, they crept up close to the floundering monster and dealt him terrible blows. Up went that enormous tail, and striking Wright he was hurled a dozen feet into the air, falling into the water at the side of the vessel. Luckily the sheets were trailing in the water, as the sail had jibed while they were fighting the shark, and he seized hold and held himself from going down, but to his horror he could not draw himself up into the boat. Scores of ugly fins and noses attracted by the splash, drew around on that side of the boat, and he began to kick vigorously and to cry for help. Hume had his hands full, and it was several minutes before he could come to his comrade's assistance. Stunning the still struggling shark with one blow nicely dealt on its head, he ran over to his friend's aid—and not a moment too soon. As he drew Wright up, several sharks snapped at him, and an exclamation of pain from the half drowned man showed that he was bitten, while the blood that flowed from his wounded foot dyed the water around for a foot or more. The blood scent made the sharks furious and they began their attack on the boat again. Fiercely they plunged, and the sailors thought that their last hour had come, as there was little wind, and they well knew that if the sharks once sunk their boat it was "dough" with them.

Suddenly, with an inspiration, Hume dived down into the cabin. Emerging therefrom he held a small can of powder in one hand and a coil of fuse in the other. Swiftly fastening a piece of pork around the can, he fastened on the fuse, wrapping around it a small piece of rubber coat. After making up this this infernal machine he went to the stern, where most of the sharks were. Making a short fuse he fired it, not noting his own danger, and then flung it into the mass of sharks.

Before it had hardly touched the water a big fellow snatched it and swallowed it with a gulp. In a second came a puff and then pieces of shark were flying all through the air. It was a perfect shower, in fact. The others were dazed, it would seem, for a second and then all fled as if Old Nick was after them. Mr. Hume says that, notwithstanding his peril, he couldn't help laughing at the frantic endeavors of the sharks to get off. In fact, they fairly fell over one another in their flight. He then attended to his comrade, whose foot had been bitten, but they were so thankful that they had escaped from instant death that this seemed a trifle. Now that Mr. Wright's wound was healed he laughs at his experience, and refers to it as jocularly as though it were an every day occurrence.

THE EXCEPTIONAL PAT.—One of the best after dinner speakers in this country, with a vocabulary at once picturesque, unique and multitudinous—Colonel Patrick Donan, the only "guest" the Philadelphia Clover Club was ever known to treat with courtesy, has taken charge of the *Sunday Argus*, published in Fargo, N. D. His paragraphs are brilliant and pungent, his correspondence interesting and instructive, and his local contributions would make the fortune of any New York reporter who would take them as a guide and a text for metropolitan work.—Joe Howard, in *N. Y. Press*.

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Situated on the southerly bank of the St. Louis River, eight miles above Duluth and one mile west of the city limits of Superior, is the new industrial and commercial city of St. Louis. The site is one of rare beauty and practical utility. The view is one unsurpassed in grandeur and extent. Looking from the highlands which rise by easy grades from the broad plateau below that reaches out to meet the river, is seen the broad, busy valley of the St. Louis stretching away to the west, the swift-flowing waters of the noble river of that name, narrowing here and broadening there into bays, dotted with innumerable islands, picturesque headlands and forest-crowned promontories. To the left are the industrial centers of suburban Duluth. To the right the enterprising city of Superior, and beyond rise the elevators and towering structures of Duluth. Still beyond are the glimmering waters of Lake Superior, stretching away to meet the horizon, now brightly blue, soon to be gilded with the divine tints of incomparable sunset. Looking up the river and close at hand are the Dalles of the St. Louis, those wildly romantic and picturesque cascades which have formed the theme for many a gem from the gifted hand and brain of painter and poet. St. Louis occupies the nearest available site for a city to this matchless water power, and its projectors have already made a contract with the St. Louis River Water Power Company, a corporation of great wealth, soon to begin the work of dam building, by which the latter company is to turn by electric power the wheels of the great industries now building and to locate at St. Louis; this power to be furnished at less than one-half the cost of steam.

The location of St. Louis, geographically and topographically, is unsurpassed. Nature has clearly pointed to this place as one of the greatest industrial centers of the new and rapidly developing Northwest. Here deep water navigation finds its westernmost limit, and here is met by long lines of railways, stretching to the Pacific, and whose ramifications extend into the fields and forests and mines of the great West. Here is a perennial water power generated by a water fall of 443 feet within a distance of seven miles. Here are inexhaustible timber resources—millions of acres covered with dense growths of pine and hardwoods of many varieties furnish the new materials for furniture of every description, and insuring one of the greatest lumber manufacturing centers in the world. Here are the world-famous iron mines of the Vermilion and Mesaba ranges, and here will their ores be reduced to countless forms of merchantable products. Away to the west spread the illimitable wheat fields of

Minnesota and the Dakotas, and here their golden product will be made by mammoth mills into flour the whitest, finest and best. No young city ever offered greater advantages to enterprise and thrift. Its location insures a complete independence from other cities, securing to it a municipal autonomy all its own and an exclusive trade to its local merchants.

The topography of St. Louis is of a nature which will make street-building easy and inexpensive, the gently rolling land and loamy character of the soil affording good streets without the expense of paving. Drainage is perfect, too, and instead of making heavy expenditures in a costly system of sanitary sewers, the people of St. Louis will enjoy what their neighbors in the low, flat cities are denied—a perfect sewer system at the very minimum of expense.

St. Louis is fortunate in possessing a broad expanse of hard bottom lands lying on the river front, and especially adapted to the requirements of great manufacturing institutions. Already is being constructed here the largest flouring mill in the world, which, with its complete roller system, elevators, warehouses, coopershops, etc., will be one of the finest plants ever designed. Two great furniture factories are getting in readiness for building operations. A large interior finishing factory is at once to be built. A saw mill is already in operation, turning out timber and boards for the buildings being erected there.

St. Louis has a most advantageous location on the river. A large bay, reaching inland a half mile from the river line, will afford, when docks are constructed in accordance with plans already drawn, four miles of easily accessible dock front. The railroad facilities of St. Louis will be of the best. The St. Louis Terminal Railroad Company will be completed and running its trains by March 1, 1891. This road is one of the highest importance, and will put St. Louis on the same basis as Duluth and Superior in the matter of freight rates. The Northern Pacific passes through St. Louis and has recently extended its short line service there, putting on four trains each way daily, and making the run from Duluth to St. Louis in thirty-five minutes. The Duluth & Southern Railroad will locate its shops and terminals at St. Louis. A bill is now before congress providing for the construction of a rail and carriage bridge from St. Louis to the Minnesota side of the river, which will result in the extension of all lines now operating exclusively in Minnesota to this new industrial center. The union passenger and freight depot has been located on the river front next the docks, thus bringing into direct connection with each other unrivalled railway and water transportation facilities.

From the bottom lands to the table lands above are laid out broad streets that lead to every portion of the city. An ingenious use of Nature's design has been made in adapting these streets to the topography of the land. Several ravines will be used as highways and will also provide an inexpensive place for laying sewer pipes. A complete sewer system has been designed and adopted for which the pipe is already on the ground. The streets and avenues of St. Louis have been most attractively laid out. St. Louis Avenue, for instance, which runs through the center of the town from north to south, makes a curve at the northern end and follows the extreme edge of the bluff to the east, forming a boulevard of great beauty, overlooking the docks, the river and the bay. Where the avenue curves in graceful lines to follow the bluff, is being built a handsome hotel, which for beauty of location, artistic design and convenience of arrangement is surpassed by no public house in the Northwest. A perfect system of heating and ventilating will be a feature of the hotel which every guest will thoroughly appreciate.

It is interesting to note in this connection, the trend of population to the West and up the St. Louis Valley. On the Minnesota side in 1880, the center of population was east of Lake Avenue in Duluth; in 1890 the center of population had moved nearly two miles to the west, most of this great change having taken place during the last three years of the decade. The accelerated movement of the later years gives promise that within three years more the center of population will have moved to West Duluth. On the Wisconsin side the change has been even more remarkable, the center of population having moved no less than four miles to the west during the past two years. Taking the past three years as a basis for calculation, it is not too much to say that in 1895 St. Louis will not be far west of the center of population.

Viewed from any standpoint, the new city of St. Louis is a most attractive place to the investor, the homeseeker, the merchant, the manufacturer. It has behind it one of the strongest and best companies ever organized to develop a city. The St. Louis Land Improvement Company is capitalized at \$1,000,000, in which there is no "water," and owns a compact body of land comprising 2,600 acres, upon which the company does not owe one dollar. The responsible and conservative character of its officers and members is a guaranty of the future of the city upon which has been concentrated so much money and ability, and which it is their aim to make the greatest center of manufactures in the Northwest. The members of the company are: Judges O. P. Stearns and J. D. Ensign of the Eleventh Judicial District of Minnesota; A. R. Macfarlane, Manager of the American Exchange Bank; C. Markell, President of the American Loan & Trust Company; A. C. Otis, of the Northwestern Loan & Investment Company; J. D. Stryker, of Stryker, Manley & Buck; C. H. Clague, of Clague & Prindle; N. J. Upham, of N. J. Upham & Co., all of Duluth; F. A. Watkins, A. W. Stow, Elmer E. Barton and W. W. Strickland, all wealthy citizens of Superior, J. Collett, a Terre Haute capitalist, and F. L. Janeway, the well-known paper manufacturer of New York. The officers of the company are: O. P. Stearns, President; J. D. Stryker, Vice-President; N. J. Upham, Treasurer, and A. C. Otis, Secretary and General Manager. The latter will be pleased to furnish any further information, which may be had by addressing him at No. 7 Phoenix Block, Duluth, Minn.

THE FIRST SALE.

Tuesday, January 27, the first public sale of lots in St. Louis occurred, and the interest manifested and the confidence of the public may be best appreciated, perhaps, through the newspaper accounts of the sale. The *Evening Herald* of that day said:

It didn't look like hard times at the first sale of St. Louis lots this morning at ten o'clock. From the lower side of Superior Street at Fourth Avenue to the lower side of First Street on the same avenue a great, good natured crowd pushed and surged back and forth, while constantly a bombardment of words, laughter and shouts were hurled against the solid walls of the Phoenix Building.

Between nine and ten o'clock the choice tickets were procured, and at ten the sale began. The company only put up \$100,000 worth of property and at noon every bit of this was gone. "We only put up a part of 254 lots," said Manager Otis. "We have sold all of them, and could have disposed of many more. We are well satisfied with results, but they have been no better than we have all along anticipated."

The drawing of tickets for the sale was attended with considerable excitement. Before the drawing opened Fourth Avenue West in front of the Phoenix Block was crowded by a living mass of pushing and howling humanity whom the police could do nothing with for a time. Many of the real estate men were up all night to be on hand early in the morning.

About 2,000 tickets were drawn, but the first twenty tickets took all but a few scattering lots and before noon all the lots put on the market in Duluth and Superior

were sold. The man who drew No. 1 was so busy auctioneering off his chance that No. 2 got first place on account of No. 1's non-appearance. No. 2 got \$100 for his chance.

The *Tribune* of the next morning had the following account of it:

The St. Louis Townsite Company's sale yesterday was a great success and also a great surprise, if not to the members of the company, to most outsiders. It was generally believed that money was scarce in the city and that therefore the best results in regard to the sale could not be expected. But those who held this view have now the best reasons for a change of belief, for every lot offered for sale was disposed of, realizing the sum of \$100,000. This must mean that a large number of stockings were let loose by people who have hoarded their money at home since the financial scare, and that there is still in the minds of the people a firm faith in real estate investments at the head of the lakes. The plan adopted for the disposition of the lots, that is the drawing for place by all purchasers, as well as the foresight of the company in providing for the accommodation of lady buyers, was an excellent one and if the trick played by some to secure three, four and even five drawings could have been provided against, it would have been perfect. For hours previous to the hour named a multitude of people gathered around the Phoenix Block and extended past the Palladio, but so skillfully did C. E. Shannon fill his post that little time was lost in handing out tickets. At ten sharp the sale began and at 11:40 every lot had been disposed of. The sale on the West Superior side was equally successful and carried out with the same dispatch and absence of trouble.

The sale lasted just 100 minutes, and during that time an even \$100,000 worth of lots were contracted for, \$50,000 on either side of the bay.

During the afternoon the company was kept busy attending to second sales of the lots and prices advanced \$300 in the course of a few hours.

The St. Paul *Pioneer Press* correspondent sent his paper the following:

There is some lively hustling here to-day, the occasion being the sale of St. Louis townsite lots. Real Estate men staid up all night. Tickets were drawn for choice of lots. Before the drawing opened Fourth Avenue West in front of the Phoenix Block was crowded by a living mass of pushing and howling humanity, whom the police could do nothing with for a time. Many of the real estate men were up all night to be on hand early in the morning. About 2,000 tickets were drawn, but the first twenty tickets took all but a few scattering lots, and before noon all the lots put on the market in Duluth and Superior were sold. In two hours \$150,000 worth of lots were sold in Duluth and Superior in the new town site, and twice as much more could have been disposed of.

PRICES OF LEADING NORTHWESTERN STOCKS.

Messrs. Gold, Barbour & Corning, 18 Wall Street, New York, report the following closing quotations of miscellaneous securities January 24:

| | Bid. | Asked. |
|---|---------|---------|
| Northern Pacific, common..... | 27 1/4 | 27 3/4 |
| do do preferred..... | 70 1/4 | 70 3/4 |
| 1st Mortgage Bonds..... | 115 1/4 | 116 |
| do do "2d"..... | 112 1/4 | 113 |
| do do "3d"..... | 110 | 111 |
| do do Missouri Div. P. d'Oreille..... | 102 | 103 |
| St. Paul & Duluth, common..... | 22 | 24 |
| do do preferred..... | 81 | 85 |
| do do 1st bonds..... | 105 | 106 |
| North American Co..... | 15 1/4 | 16 |
| Oregon Railway & Navigation Co..... | 17 | 18 |
| do do 1st bonds..... | 107 | 109 |
| do do "Cons Mfgs 5's"..... | 93 | 94 |
| St. Paul & Northern Pacific 1st's..... | 118 | 121 1/4 |
| Northern Pacific Terminals..... | 107 | 108 1/4 |
| Oregon Improvement Co..... | 24 | 26 |
| do do 1st bonds..... | 97 1/4 | 98 |
| James River Valley 1st's..... | 102 1/4 | 106 |
| Spokane & Palouse 1st's..... | 101 | 102 |
| Chicago, St. P., Mpls & Omaha, com..... | 24 | 28 |
| do do preferred..... | 80 | 83 |
| Chicago & Northwestern, common..... | 105 1/4 | 106 |
| do do preferred..... | 134 | 136 |
| Chicago, Milwaukee & St. Paul, com..... | 55 1/4 | 55 3/4 |
| do do preferred..... | 110 | 110 1/4 |
| Milwaukee, Lake S. & Western, com..... | 88 | 91 |
| do do preferred..... | 106 | 112 |
| Minneapolis & St. Louis, common..... | 5 1/4 | 6 1/4 |
| do do preferred..... | 11 1/4 | 13 |
| St. Paul, Minneapolis & Manitoba..... | 103 | 105 |

The Northwest will have the largest ferryboat in the world when the one recently built by the Northern Pacific is in operation at Kalama. For the past ten years the Solano, crossing Carquinez Strait in California, has been the largest. A dozen different trains can be accommodated on her broad deck, and with this tremendous load she trots off across the strait as merrily and unconcernedly as you please. She sports four paddle wheels, with a big engine for each one, and the surges thrown up by the blades of the wheels are sometimes six feet high. The boat at Kalama will be of similar construction, but will be larger in every particular.

Send for "Brother Jonathan," which will tell you all about Washington and Seattle, its metropolis. Rehelman, Llewellyn & Co., Seattle, Wash.



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UTSALADY.

UTSALADY is prettily situated on an excellent harbor directly at the mouths of the famous Skagit and Stillaguamish rivers.

UTSALADY has more natural resources tributary to it than any other town on the Lower Sound.

UTSALADY is the natural outlet for the world-renowned Skagit and Stillaguamish valleys. The marvelous wealth of this region is simply astonishing. There are inexhaustible quantities of the finest timber. There is a large agricultural country whose fertility cannot be equalled. There is coal and iron in unlimited quantities. There are lead and silver mines as rich as they are numerous. There are mountains of best lime and marble, and the finest quality of asbestos. There is an aggregation of wealth sufficient to support millions. It will all have to go to tide water, as it is developed, and the harbor at Utsalady is not only the safest harbor in the vicinity, but the nearest and most conveniently reached.

UTSALADY never had a "boom"—but is advancing steadily on the MERITS of the place. Large improvements are being made, streets graded, residences and business blocks are going up, another new hotel is ready to accommodate the public, the Utsalady News will be issued from its new office this week, and the spirit of progress is manifesting itself in thousands of other forms.

UTSALADY will be the terminus of the Utsalady, McMurray & Eastern Railroad, connecting with the N. P. system at Lake McMurray; and a line from Stanwood (only six miles east) will bring the Great Northern into Utsalady. Look at your map; study the situation intelligently, and you will cast your lot with Utsalady. Lots and acres for sale now on easy terms. Special inducements to those who will build at once. Free sites for manufacturing.

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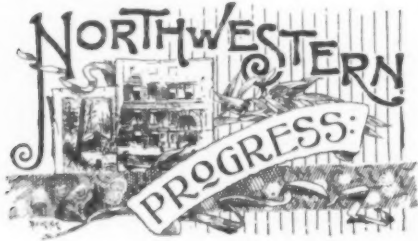
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Minnesota.

THE Water Power Sandstone Company has filed articles of incorporation. Capital stock, \$100,000; limited indebtedness, \$50,000. The purpose is the quarrying, manufacturing, etc., of stone near Sandstone, Minn., and the building of a dam for water power and logging purposes on Kettle River. The principal place of business is Duluth.

A BIG industry has sprung up along the eastern end of the Duluth, South Shore & Atlantic in the shipment of timber for stulls to the mines of the Marquette Range, which use pine for this purpose almost altogether while the mines of the Gogebic Range use hemlock. Taylor & Anthony were the pioneers in this line and their permanent camps at Anthony are the model camps of the peninsula. Their operations are on the usual scale this Winter and Provost at Trout Creek and other contractors along the line are also getting out considerable timber of this kind.—*Mississippi Valley Lumberman*.

THE giant strides made by Minnesota in the past decade have been forcibly illustrated by a comparison made with other states in growth of population as shown by the new census, and it is again shown in the increase of assessed values. The State auditor's report just issued, shows that the State assessment in 1881 was a little less than \$300,000,000. To-day it is a little over \$600,000,000. The school fund "as then a little less than \$5,000,000. To-day it is over \$9,000,000, being more than double that of any State in the Union, Texas and Kansas alone excepted, and much larger than either of them.

THE Duluth *Herald* calls attention to the fact that the increase of Duluth's bank capital and surplus to the extent of several hundred thousand dollars is particularly notable at this time, in the face of the commercial stringency still existing and the bank suspensions that have taken place. It is a remarkable showing of the financial strength of Duluth, and with the addition of the new bank now in process of formation the city can point to the increase of its banking capital and surplus to \$3,000,000 in round numbers, a gain of twenty-five per cent within six months: a phenomenal record that any city may well be proud of.

Montana.

THE experiment of securing water for irrigation by means of running bedrock drains is being accomplished very successfully by W. C. Child, near Helena. He has run a drain a thousand feet in length in a small creek and already has sixty inches of water flowing out into his irrigating ditch. When bed rock is reached he estimates that the flow of water will have increased to a hundred and fifty inches.—*Rocky Mountain Husbandman*.

THE year now closed has been one of remarkable prosperity for Great Falls. On January 1, 1890, there were scarcely 2,500 people in this city, while at this succeeding New Year the number will exceed 6,000, an increase of more than 100 per cent. This swelling tide of population naturally brought with it new business and industrial enterprises and in the short space of twelve months Great Falls has advanced from a position of ordinary importance in the State to the rank of third city in population, wealth and influence.—*Great Falls Tribune*.

A GREAT deal of Butte's surplus capital is being invested in Bozeman property, and that thriving agricultural center now gives promise of being one of the busiest towns in the State this year. Building there is enjoying a real boom, and a street railway is now being constructed and will probably be completed and in operation early in the spring. Bozeman has now the finest hotel in the State, a fine system of water works, a great electric light plant, and being situated in the garden spot of Montana and near immense quarries and coal fields it should develop into a thriving city.

THINK of it, ye men who have been disposed to discount the resources of Montana: Eleven mines paying dividends in the State have paid out since January of this year [90] more than \$3,500,000 and it is believed that by the close of the year they will have paid not less than \$4,000,000. What other State or Territory can make such an exhibit? When we consider that better wages are paid for labor here than anywhere, and that our mines are practically inexhaustible, is it any wonder that the eyes of all the world are turning hither and that capital is seeking investment in Montana properties as

never before? Wise and judicious legislation, both state and national, and a friendly recognition and encouragement of healthful immigration and Montana will assume the first place in statehood.—*Livingston Post*.

THERE is a "groundswell" now apparent to those who are observant that indicates strongly that something is going to pop in this locality before many moons, says the Miles City *Journal*. To begin with there have been more transfers of real estate in the past two or three months than in years before. Then too, delinquent taxes that have been delinquent for years past are being paid up, as also interest and deferred payments on mortgage loans. The explanation seems to be that property in Miles City and vicinity is soon going to appreciate in value, and efforts are being made to get it in shape to be handled.

MR. OSCAR OLINGER brought in from the Sweet Grass marble quarries some fine specimens of white marble. They will be taken to Helena by Mr. Dan Samples in a few days and polished for exhibition. The marble polishes up beautifully, and, it is claimed, can be taken out in immense blocks, perfect in formation and without a seam or break. Messrs. McIntyre & Mumbroe have just completed a survey of the quarries for the owners, who have filed on all the marble lands in sight. This quarry promises to prove of great value for building and monumental purposes. It is not a great distance from the Great Northern's Pacific extension.—*River Press*.

PROGRESS AT MILES CITY.—I found that great progress had been made at Miles in all directions. A large amount of new canal has been constructed, and many of the old canals have been greatly extended in their operations. There are now eighteen artesian wells within a radius of five miles of the city, ranging in depth from 100 to 450 feet, with three inch pipe. Some of them throw water eight or ten feet above the surface. They are used mostly for domestic purposes, but with care each one flows sufficient water to irrigate four or five acres of land. They cost, I believe, on an average, about \$150 apiece, though I am not quite sure about that being the exact figure. The Tongue River ditch alone covers 30,000 acres of land, of which 15,000 acres are not yet irrigated. There are great possibilities in the Yellowstone Valley.—*Hon. Jas. Nimrod*.

EX-GOVERNOR SAMUEL T. HAUSER, of Montana, was showing to his Eastern friends here with great pride a copy of a paper containing the last annual message of Governor Toole, of Montana, remarks the New York *Star*. According to Governor Toole's figures, the increase in wealth in Montana in 1890 was \$33,675,346. "That is a pretty good showing for a new State" said Mr. Hauser. "I think it beats the record. No State has made such rapid strides towards wealth as Montana. In estimating our increase in riches we do not include mining properties. The mines are not taxed in Montana, only the improvements on them; hence, they do not figure in the official estimate of our increase in wealth, so the increase of \$33,675,346 last year is independent of our mineral resources. Montana to-day is the richest State in the Union in proportion to her population, and her development is in its infancy."

C. A. GREGORY, of Chicago and of Bozeman, Mont., has been in the city several days and has consummated the purchase of the Moreland ranch property and the Flowers' property at Moreland, Gallatin County, Mont., and a number of other ranches adjoining the same, with the intention of making a large farm for barley raising, principally. This purchase, together with the 30,000 acres bought by Mr. Gregory of the Northern Pacific Railroad Company in the West valley of the West Gallatin, aggregating some 40,000 acres of the best cereal producing lands in the United States. Mr. Gregory is pushing the Gregory high line canal through the bench lands in the West Valley. This great improvement will largely increase the area of tillable lands and makes this region when taken in connection with the East Valley, the richest and largest agricultural district in Montana. Some of Mr. Gregory's friends in New York are interested in this purchase. The entire investment, including the purchase of the great ditch, amounts to upwards of three hundred thousand dollars.—*Helena Journal*.

THE SUGAR BEET IN MONTANA.—W. C. Child of Helena, has been experimenting in the cultivation of the sugar beet, and according to the *Herald* has demonstrated that Montana is well adapted to the growth of this vegetable. In the saccharine element for which the beet is cultivated, the Montana product seems to surpass that of all other countries. On this point the *Herald* says: "Sixteen per cent of saccharine matter is a phenomenal yield, and that is what is reported as the result of an analysis of two out of the four varieties experimented with by Mr. Child. When the experiment was first tried in Europe only two per cent was obtained, the experiment became a success. And now after long years of trial with the best varieties, methods of cultivation and of manufacture, ten per cent. is the highest average yield that has been reached. Even as long ago as 1876, one and one-sixth million tons of sugar were produced

from beets in Europe, about one-fourth the entire product of the world." The experiment of Mr. Child should encourage others in raising the sugar beet.

Idaho.

OF the Seven Devils copper district, of Idaho, in which Helena capital is largely interested, a writer in a Baker City, Oregon paper says: It may seem strange that a district of such great promise should be so little known to the outside world, yet such can be readily accounted for from the fact that the original owners desired to secure as much property as possible before letting the true value of the mines be known, and with this in view, whenever the district has heretofore been mentioned, they invariably said that there was a large amount of ore, but it was too low grade to pay the present cost of transportation. Notwithstanding this, they went into the district and expended \$175,000 in developing mines, securing patents, constructing eighteen miles of railroad grade from the mines to the landing on Snake River at a cost of \$28,000 and building a steamboat which cost \$32,000. There are nine patented claims in the district, the Old Peacock, White Mountain, Blue Jacket, Copper Crescent, Mountain Queen, Legal Tender, Helena, Calumet and Norma, all owned by the American Mining Company and capitalized at \$5,000,000, with John C. Rogers as resident manager. The suggestive name of Seven Devils is derived from seven jagged, rough inaccessible peaks just north of the camp. The district covers a scope of country about fifteen miles long by twenty-four miles wide, and contains many veins from two and one-half feet wide to the remarkable width of 400 feet. A contract has recently been entered into between the American Mining Company and John C. Rogers and Moses Fuchs, by which a smelter is to be immediately erected at or near the Old Peacock mine of a capacity of not less than twenty-five tons per day. This contract requires that the ore shall not run less than seven nor more than twenty-five per cent of copper, and another agreement has been made between the same parties that twenty-five tons of ore shall be shipped daily to the landing on Snake River, this ore to run not less than twenty-five per cent copper to the ton.

Washington.

A LARGE deposit of magnificent onyx has been discovered near Ellensburg. A company with a capital of \$250,000 has been organized to develop it.

THE Spokane & Palouse Railway Company has filed the following maps and profiles of its line with the Secretary of State at Washington: Finally located line from near Moscow through Latah County to the north boundary line of the Nes Perce Indian reservation; located line commencing near the west boundary line and extending to Asotin and Lake Waha via Lewiston; profile showing line from state line to Genesee, Idaho; profile of line through Latah County from State line via Moscow and Julietta to Potlatch; profile of finally located line of the Spokane & Idaho road from near Hauser Junction to Coeur d'Alene City; profile of line from Old Mission to St. Regis Pass.

WATERVILLE, is the Wonder City of Central Washington. It is entitled to that name because there is no exception to the expressions of wonderment given by every visitor. Here is a prosperous town built up miles away from any railroad or steamboat transportation facilities. Nothing but horses can be used here for freight, passenger, express and mail transportation. There is no telegraph or telephone and yet the town is pregnant with an air of substantial prosperity. Deprived of all these advantages, she is not without hope. Railroads are surveyed and partly graded toward her. She has enlisted the sympathetic co-operation of a number of Seattle's very best business men. Within a year she will have a system of water works, an electric light plant and a first national bank, all supplied by Seattle men.

LAST evening the 1,000 foot tunnel at the Fairhaven coal mine connected with the shaft, and coal from our own mines will soon be on sale and being shipped at Fairhaven. The permanent work at the mines was begun last July, after two years of thorough prospecting. Night and day, Sundays and holidays since then six sets, or "shifts," of men have been drilling their way through the rock in the shaft and tunnel. Each shift worked eight hours and so the work has gone on without intermission. The work had progressed far enough when Mr. Hill was here to cause him to say there was more coal in sight than he had ever seen in any one mine and the railroad work was ordered pushed that the coal might be shipped promptly. Delay in receiving rolling stock has deferred tracklaying, but the main line to Westminster is now so nearly completed that the bridge work will be begun next week and tracklaying to the mine in about ten days, the grading being nearly completed. Mr. Cumiskey, superintendent at the mines, is expected to-morrow to confer with Mr. Nelson on the erection of a saw-mill and other necessary works at the mines. Over sixty men are now employed in the mines and soon as the track reaches there in February, this force will be largely increased.—*Fairhaven Herald*.

NISQUALLY CITY, STATE OF WASHINGTON.

The Central City of the Inland Sea.

THE Nisqually City Land, Railway & Navigation Company, with a capital stock of \$1,000,000, owns and controls some three thousand acres of land near the mouth of the Nisqually River where it empties into Puget Sound, State of Washington. The Northern Pacific Railroad has just been built through the tract, the Union Pacific is graded, and these two trans-continental railroads, together with Puget Sound, the road that leads to the high seas, will give to a city located at this point competitive freight rates to the markets of the world.

The site at this point is an exceptionally advantageous one for the building of a city, and the company has caused a portion of its property to be platted as Nisqually City.

Practically speaking, Nisqually City lies at the head of navigation on Puget Sound, as a study of the map will demonstrate, it being the nearest point at which railroads can reach tide-water from the south, making it the natural distributing center for the entire country tributary to the headwaters of Puget Sound.

The townsite occupies a handsome, even tract of level ground, partly prairie and partly timbered, a portion of it overlooking the waters of Puget Sound.

Nisqually City possesses all the natural resources necessary to build up and sustain a large city. A vein of coal, seven feet in thickness, crops out on the river bank at one corner of the townsite, and can be loaded directly from the mines into barges. Within a distance of three miles was recently discovered a vein of black magnetic iron ore, twenty-eight feet thick, assaying sixty-five per cent. of pure iron, while within a mile of the center of the city exists a deposit of kaolin sixty feet thick, pronounced by assayers to be of the same quality from which is made the delicate porcelain ware known as French China. These resources alone are sufficient, when developed, to give employment to thousands of men, and their development will build up and support a city of many thousand.

The company is offering liberal inducements for the purpose of aiding and encouraging the growth of Nisqually City, and has adopted the following plan of procedure:

Large areas of valuable land will be donated to secure the location at Nisqually City of rolling mills, iron reduction works, smelters, foundries, tub and bucket factories, planing mills, sash and door factories, saw mills, potteries, woolen mills and manufacturing enterprises of all kinds, there being an abundance of the raw materials easily accessible from Nisqually City, and the markets of the world at its doors.

Liberal offers will be made to secure colleges, seminaries, training schools and other educational institutions.

Choice residence and best business lots will be given free to bona fide settlers who will build upon and occupy them.

Furthermore, the company will for the next ninety days sell best residence lots in Nisqually City for \$15.00 per lot, and best business lots for \$50.00 per lot, the regular terms of payment being one-fifth cash, balance to be due in four equal payments—one each three months—with 8 per cent. interest.

Purchasers may pay cash if they prefer, and may pay in full for their lots bought on deferred payment plan at any time and receive a warranty deed.

In order to appreciate the above propositions it must be remembered that the company reserves

from sale one-half of the property, each alternate block of lots throughout the entire townsite being reserved from sale, none of which will be sold for less than \$200 each for residence lots, and \$600 for business lots. The company intends making its profits from the sale of these reserved lots which will be sold at advanced prices proportionate to the city's growth.

All lots are thirty feet frontage by 100 feet in depth. Title perfect, U. S. Patent.

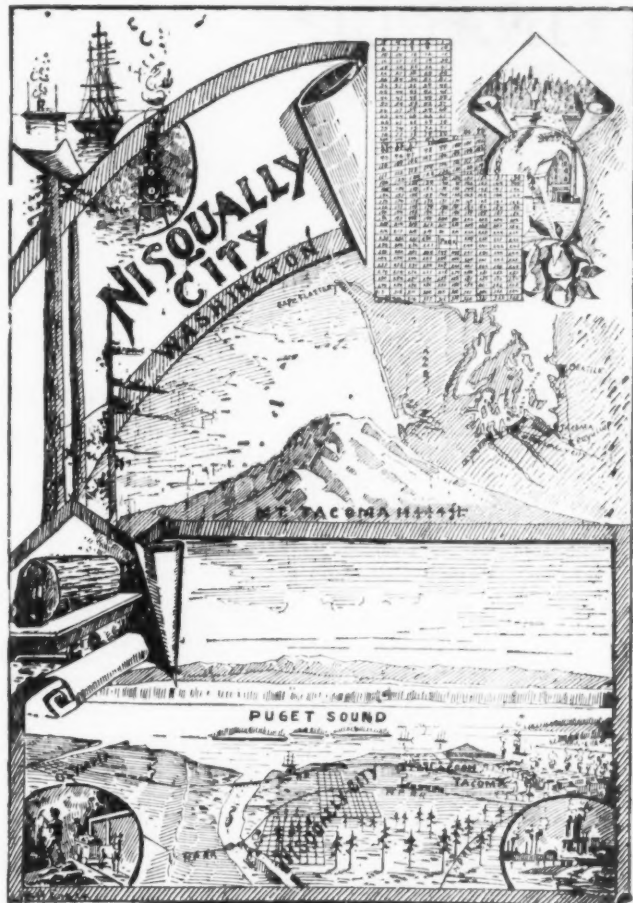
Those who contemplate an investment of this nature should remember that the magnificent wealth of natural resources possessed by the State of Washington has earned for it the sobriquet of "The Pennsylvania of the West," and the title is well deserved.

From the mines of Washington is furnished the coal and iron supply of the entire Pacific Coast, and the supply of these products is practically inexhaustible. Furthermore, Washington is the only place in the known world where iron ore, coking coal and limestone, the three raw products necessary for the manufacture of iron, are found immediately contiguous to each other, and all of them on tide water. This fact guarantees the production, manufacture and shipping of iron at less expense on the shores of Puget Sound than at any other point, at home or abroad, and presages at no distant date the removal of the iron works of the world to Puget Sound.

But to simply term Washington "The Pennsylvania of the West," and not consider its other resources, would be to form an erroneous idea of this wonderful country.

Besides possessing the coal and iron of a Pennsylvania, Washington has the wheat fields of a Minnesota, the gold and silver mines of a Colorado, the copper mines of a Lake Superior, the fruit lands of a California, more and better lumber than Michigan, the hop farms of the world, a climate so mild that roses bloom out of doors the entire year, and 2,000 miles of coast line with harbors unsurpassed on the globe. Each of these resources has built up and sustained cities throughout the world; what, then, may you expect from a State possessing all these elements of wealth? Every tree, shrub, fruit, berry or vegetable that the temperate zone will produce finds a natural home in Washington, and achieves its largest growth and most perfect flavor. It is calculated by statisticians that the State of Washington, even in its present undeveloped condition, will support a population of 3,000,000, while if its various resources be developed as those of England are, which country it greatly resembles, it will as easily support a population of 15,000,000. Its present population is but 350,000. The room for growth, development and consequent increase of real estate values is comparatively unlimited. No finer field for safe, profitable real estate investments exists.

The national census teaches us two things: That our population is increasing at the rate of



1,250,000 each year, and that States dependent wholly upon agriculture show but little gains in population. The greatest increase in population and wealth is shown to have been made by those States possessing resources other than agricultural. In other words, an agricultural State cannot even support its own increase, and the manufacturing States must give employment and support to the nation's yearly surplus of 1,250,000 people, who must find new homes.

Given a State with manufacturing facilities, with iron ore, coal, lumber, and all the raw products necessary, with a large agricultural district to furnish cheap food, with harbors where ship and rail meet, with the markets of the world at its doors, and you have all the essentials of a prosperous commonwealth, with absolute assurance of its continual and rapid increase in population and wealth.

Such a State is Washington, and surely, with the object lesson taught by the national census, which tells us where to invest, and with the experience of Wall Street, which tells us where not to invest, one needs no prophetic powers to know that an investment in Nisqually City, in the rich, resourceful State of Washington, is as safe as a reasonable human being could ask, and as certain of being immensely profitable as history is of repeating itself.

Remember, for ninety days, best residence lots, \$15.00 each; best business lots, \$50.00 each. Send your orders at once, with first payment on as many lots as you wish to purchase, and we will make as good a selection for you as if you were present in person. The sooner your order is received the better the selection we can make for you.

Send money by draft, postoffice order or by express.

References: Every bank and business firm in Tacoma. We are known throughout the Pacific Northwest.

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The Wholesale and Manufacturing Centre of the Pacific Northwest.

Look at the following evidences of its growth: **Population in 1880, 720. Population (Census, 1890) 40,165.**

| | | | |
|--|--------------|---|---------------------|
| Assessed value of property in 1880 | \$517,927 | Money spent by N. P. R. R. Co. on Terminal Improvements in 1887 | \$250,000 |
| Assessed value of property in 1888 | \$5,000,000 | Money spent by N. P. R. R. Co. on Terminal Improvements in 1888 | \$506,000 |
| Assessed value of property in 1889 | \$20,000,000 | Money spent by N. P. R. R. Co. on Terminal Improvements in 1889 | \$750,000 |
| Real Estate Transfers for 1885 | \$667,000 | Coal shipped in 1882 | (Tons) 56,300 |
| Real Estate Transfers for 1888 | \$8,855,598 | Coal shipped in 1889 | (Tons) 180,940 |
| Real Estate Transfers for 1889 | \$15,000,000 | Crop of Hops in 1881 | (Bales) 6,098 |
| Banks in 1880 | 1 | Crop of Hops in 1889 | (Bales) 40,000 |
| Banks Jan. 1st, 1890 | 10 | Lumber exported in 1889 | (Feet) 107,326,280 |
| Bank Clearances for 1889 | \$25,000,000 | Wheat shipped in 1889 | (Bushels) 1,457,478 |
| Wholesale business for 1889 | \$9,000,000 | Private Schools in 1889 | 4 |
| Value of manufacturing products for 1889 | \$6,000,000 | Public Schools in 1880 | 2 |
| Money spent in Building Improvements in 1887 | \$1,000,000 | Public Schools in 1889 | 9 |
| Money spent in Building Improvements in 1888 | \$2,148,572 | Value of Public School Property, 1889 | \$264,480 |
| Money spent in Building Improvements in 1889 | \$5,821,195 | Value of Private School Property, 1889 | 250,000 |
| Money spent in Street Improvements in 1887 | \$90,000 | Regular Steamers in 1880 | 6 |
| Money spent in Street Improvements in 1888 | \$263,200 | Regular Steamers in 1889 | 67 |
| Money spent in Street Improvements in 1889, over | \$700,000 | | |

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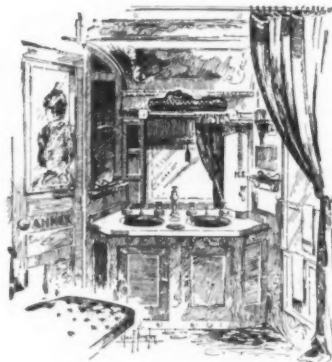
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It was out in a Minnesota "deestrick" school, and the teacher was one of those good little women--this one was hardly more than a girl--who came from the East to teach the young idea how to shoot. Some of her pupils were not as young as they might have been. Indeed, there was one strapping, handsome, big-hearted, young Hercules, a well-to-do farmer, who had cast his vote. But, notwithstanding, she decided to have an old-fashioned letter box on St. Valentine's day, and the scholars, in a flutter of excitement, filled it to overflowing. There were notes of all kinds, nearly all of them of a humorous character; but those for "teacher" were of a courteous, respectful, even tender sort. One was so briefly tender that the preceptress blushed furiously and looked at her biggest and handsomest pupil in a helpless, appealing manner. Her "valentine" said: "I love you, I mean it, every word. Will you marry me?" Well, a new teacher came next term, and the happy pair took a little wedding trip over The St. Paul & Duluth Railroad, which is the short line between St. Paul, Minneapolis, Duluth,

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President, WALTER J. THOMPSON.
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Directors: M. E. Hatch, Henry Drum, Samuel Collyer, W. J. Thompson, Geo. F. Orchard, Nelson Bennett, R. J. Davis.
Deposits (large and small) of individuals, firms, or banks receive careful attention. Correspondence in regard to Tacoma invited. Interest on time deposits.

CENTRALIA, WASHINGTON,

"THE HUB OF WESTERN WASHINGTON," destined to be a great MANUFACTURING, RAILROAD and COMMERCIAL CENTRE, located on a lovely townsite in the midst of EXTENSIVE FORESTS, GREAT COAL BEDS, VAST AGRICULTURAL RESOURCES and IMMENSE MINERAL DEPOSITS.

We have recently put on the market a beautiful tract of land known as NORTHERN PACIFIC ADDITION. This property, owing to its pretty location and close proximity to the business centre, is the most desirable in Centralia. Parties investing in this property will treble their money within six months.

Information furnished. Correspondence solicited.

ROBINSON & CO., Real Estate and Loans, Centralia, Wash.

ITEMS OF INTEREST.

The announcement that another two hundred and fifty thousand acres of land heretofore included in the overlapping grant of the Wisconsin Central and Omaha roads in northern Wisconsin will be thrown open to settlement, has resulted in another stampede of proposed claimants. The lands embrace many now occupied by squatters in the Iron River district.

J. F. Hill, who has a fine farm three miles south of Pullman, Whitman County, Washington, has furnished an example of the marvelous productive power of the soil of the Palouse Country. He has recently finished threshing forty-six acres of wheat of the Little Club variety, which yielded an average of sixty-six bushels and four pounds per acre. The field had been summer fallowed the previous year for the first time, and had raised twelve successive wheat crops previous to that time. As proof of the truth of this report, Mr. Hill signifies his willingness to make

an affidavit substantiating it if necessary to establish the fact. This is a yield which it is probable will not be surpassed in this region, though many fields are reported which have yielded from forty to sixty bushels per acre.

AN EMBLEM FOR WASHINGTON.—As suggestions for a state flower for Washington are now in order the Walla Walla Statesman nominates the camas flower (*camansia esculenta*) for the high position of the state emblem. It grows all over the state and can be found from the highest summit of the mountain down to tidewater, and is indigenous to the whole of Washington. Nothing can be more beautiful than its bell-like clusters of blue flowers waving on its long stems in every merry wind that blows in springtime. Its root is edible and in early days kept many a poor pioneer from starving.

THE RED GRANITE OF WISCONSIN.—The red granite of Montello, Wisconsin, is placed among the best in the world. The largest supply at present is doubtless in Finland, where gigantic

monoliths are taken out. In St. Petersburg thirty-two of these, sixty-four feet in height and seven feet in diameter, make the magnificent colonnade around the superb temple of St. Isaac, a church which in beauty and finish has few equals in Christendom. Aberdeen, Scotland, furnishes the largest supply of foreign to this country, while various sections, principally, however, New England, furnish most of the native stone. It is said that the Wisconsin granite is of fine grain, and will take a polish superior to the Finland granite. It cannot be taken out in such monoliths, but its color is a pure red, and comparatively rare. Axe-finished it shows a very light pink, polished a deep red, therefore making the contrast required in monumental work. Its weather capacity is good, and specimens of it will be seen in the new building to be erected for the Chicago Herald.

"What Uncle Sam and Aunt Columbia think of Washington, etc." Write to Eshelman, Llewellyn & Co., Seattle, Wash.

THE GRAY'S HARBOR CO.,

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The Town-site and Water-front

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The New Commercial City

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Gray's Harbor, Washington,

NOW OFFERS FOR SALE

Building Lots,
Sites for Saw-mills

AND

Manufacturing
Establishments

And Water-front Privileges in this
Rapidly Growing Place.

Gray's Harbor is the best natural harbor on the Pacific Coast between Puget Sound and the Bay of San Francisco. There is twenty-six feet of water on the bar at high tide. The entrance is so direct and open that vessels can sail in without a tug or a pilot. With a comparatively small expenditure on the part of the Government a depth of thirty feet can be obtained. An important ocean commerce in lumber now goes out of the Harbor. The new town is situated on the deep water of the Harbor, where there is a broad channel out to the entrance unobstructed by inner bars. It occupies the only natural site for a large commercial town on the entire expanse of the Harbor. A railroad will be built this season to Centralia on the Northern Pacific's main line. The saving in distance for coal and lumber bound to California ports and on wheat bound to European ports will be about 700 miles in favor of cargoes shipped from Gray's Harbor over cargoes shipped from Puget Sound.

Attention is called to map, illustrations and articles on the Gray's Harbor Country in this publication. For further information address

The Gray's Harbor Company,
Gray's Harbor, Washington.

HAMILTON,

ON THE

Skagit River,

STATE OF

WASHINGTON.

Hamilton is the coming Iron Manufacturing Center of Washington.

There are six large seams of Coal that can be cheaply mined at Hamilton.

Coking Coal in inexhaustible quantities, at Hamilton.

Blacksmith Coal that is equal to that of the Cumberland, Maryland, field, at Hamilton.

Gas Yielding Coal that is equal to any in the World, at Hamilton.

The coal mines are open and can be inspected by visitors.

At Hamilton a mountain of Iron Ore stands within half a mile of the best Coking Coal on the Pacific Coast.

Blast furnaces to be erected in the near future.

Negotiations for erecting Coke Ovens under way.

Limestone, for fluxing purposes, close to Hamilton.

Hamilton will be a great Iron Manufacturing City.

Valuable Argentiferous-Galena Leads have been discovered within six miles of Hamilton.

The most productive Silver and Lead mining camps in America will be on the headwaters of the Skagit River.

Compact veins of Carbonate of Silver, Leads of Argentiferous-Galena and veins of Wire Silver have been discovered on the Skagit's headwaters.

As Denver stands commercially to the mining camps of Colorado, so does Hamilton stand toward the Skagit River mining region. All the Skagit River highland mining region is directly tributary to Hamilton.

The Silver Bearing Ores of this new mining region, which is the best that has been discovered on the continent, will be smelted at Hamilton where cheap coke can be bought.

One hundred square miles of valuable timber land is tributary to Hamilton.

The Skagit Valley is the most productive agricultural land in Washington.

The Seattle & Northern Railroad run daily trains between Anacortes and Hamilton.

The Seattle & Northern Railroad Company owns one-tenth of the stock of the Hamilton Townsite Company.

The Great Northern's transcontinental line, as surveyed, passes through Hamilton.

The Northern Pacific, the Great Northern's remorseless competitor, will build a railroad from Anacortes to the silver mining camps on the Skagit's headwaters.

The Hamilton Townsite Company offer lots in their **First, Second and Third Additions** at prices ranging from **\$275 to \$375**, reserving the right to advance the price without notice.

TERMS: One-third cash, balance in one and two years at eight per cent. interest.

Address,

HAMILTON TOWNSITE CO.,
HAMILTON, WASH.

HOW FARMING PAYS IN EASTERN WASHINGTON.

Another instance of how judicious farming pays can be found in the case of W. P. Gale and his brother Sam. These boys came to Washington six years ago, with \$140. This was the grand total of their earthly possessions. They took claims and bought some ponies, giving their notes in payment, and began farming. Their first venture was successful although they experienced hard times and many times were pinched for money to meet their obligations. But they were not of the kind that are easily discouraged. They continued to labor and save and as soon as they had their claims deeded they bought more land and paid for it with the proceeds from the crops they raised. The past year was a successful one for them as they had large crops planted early in the season and reaped large harvests of grain which has placed them entirely out of debt. Sam had nearly 10,000 bushels of wheat, a large crop of oats and nearly 2,000 bushels of barley, this season. Will had nearly as large a crop. Will had several thousand bushels of oats which "netted" him, after paying all expenses, just \$18 per acre. This is the price of good farming land on which a good farmer can produce the value of the land in one year and yet pay for his trouble and time. Either of the boys can "cash out" to-day for \$10,000. Can you tell us of a country in the known world where a man can begin with \$70 and make \$10,000 in six years? It cannot be done by farming in any other country than the famous Palouse Country, of Eastern Washington. There are still as good chances and even better than those offered the early settlers of this country, and we often wonder why farmers will persist in trying to farm the worn out lands of the Eastern and Middle States where they are poorer at the close of a decade than at the beginning, when such a glorious country as this offers such splendid inducements to the farmer and where land can be bought at such a low price that one crop will pay for it. It must be because they are ignorant of the glorious possibilities and realities of this country. They should be informed of what they are missing.—*Rosalie Rustler.*

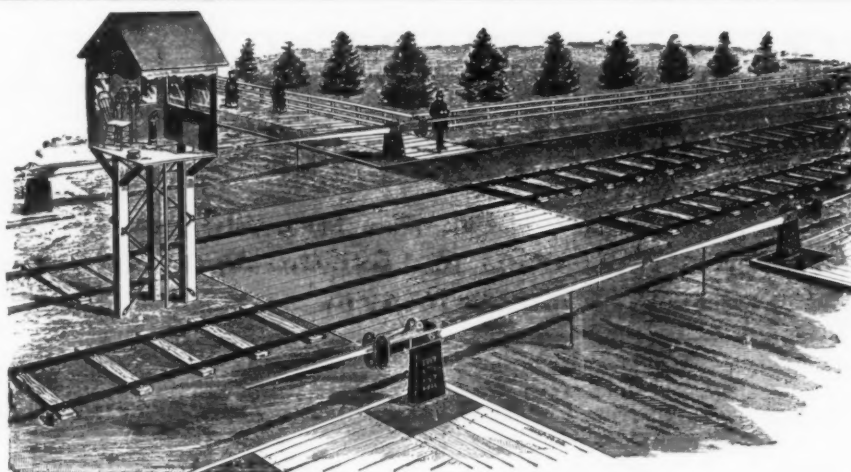
WHERE THE SUN NEVER SETS.

Webster's eloquent description of the British empire is very readable, but we doubt whether it is generally realized that we too have a dominion on which the sun never sets. It will hardly be believed, perhaps, without an examination of the maps, that San Francisco, instead of being the west line of this dominion, is only about midway between our eastern and western limits, and yet it is a fact that the farthest Aleutian isle, acquired in our purchase of Russian America, is as far to the west of that city as Eastport, Maine, is to the east of it. Between the northwest limit of Washington and the southern limit of Alaska there is a break of a few degrees, but with the slightest reduction our territory extends through 190 degrees of longitude, or seventeen degrees more than half way round the globe. Hence, when the sun is giving its good night kiss to our westward isle on the confines of the Behring Sea, it is already flooding the fields and forests of Maine with its morning light, and in the eastern part of the State is more than an hour high. At the very moment when the Aleutian fisherman, warned by the approaching shades of night, is pulling his canoe toward the shore, the woodchopper of Maine is beginning to wake the forest echoes with the stirring music of the ax.

Free printed matter of the new State of Washington, and its chief city, Seattle. Write to Eshelman, Llewellyn & Co., Seattle, Wash.

Tacoma 'll get it!"—*Leviston (Me.) Journal*.

For free descriptive matter, all about Seattle,
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Union Pacific R. R. Co.,
Denver, Texas & Fort Worth R. R. Co.,
Denver & Rio Grande R. R. Co.,
Northern Pacific, Tacoma, Wash.
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Screw protected from Dirt and Dust.

Large Diameter of Hollow.

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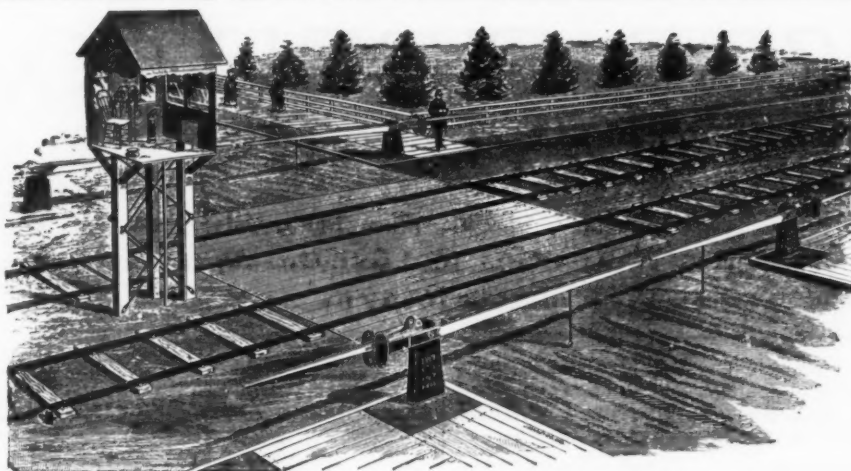
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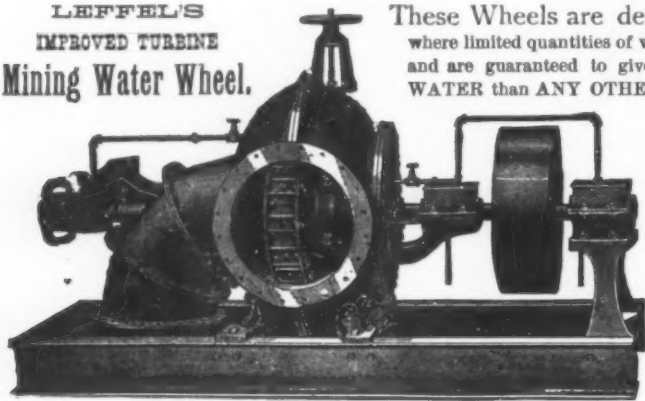
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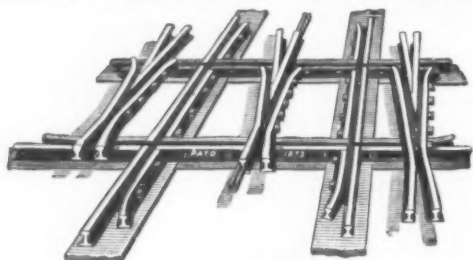
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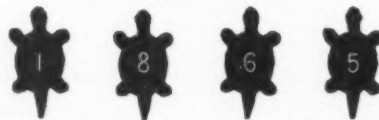
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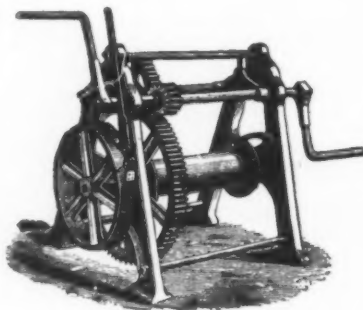
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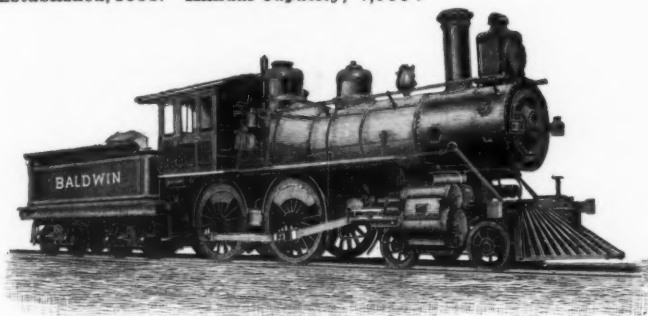
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ALLIANCE, OHIO.

A LITTLE NONSENSE.

There are two sides to every question—the wrong side and our side.

Teacher—"Freddy, how is the earth divided?" Freddy—"Between them that's got it and them that wants it."

It is when a lady enters a crowded horse-car that the man who has a seat really feels that he is getting his money's worth out of a newspaper.

Isabel—"What an awful shoddy girl Genevieve Flyaway is! Everything about her has the air of being marked down." May: "Yes, even her age."

There are men and men, as there are sandwiches and sandwiches. There's nothing in some of them and in others the more there is so much the worse.

"My object in calling this evening," he began, with a nervous tremble of his chin, "was to ask you, Katie—I may call you Katie, may I not?"

"Certainly, Mr. Longpipe," said the sweet young girl.

"All of papa's elderly friends call me Katie."

And he said nothing further about his object in calling.

will you take?" This answer was at once forthcoming: "Imparticular," said Mr. C—; "big piece anywhere!"

Aunt Polly—"Come heah, ohle, an' tole yo' ole mammy de tex' w'at de preacher took'n fo' his disco'se dis mo'nin'." Master George—"I disremember exactly, mammy, but it ended, 'Many am cold, but few are frozen.'"

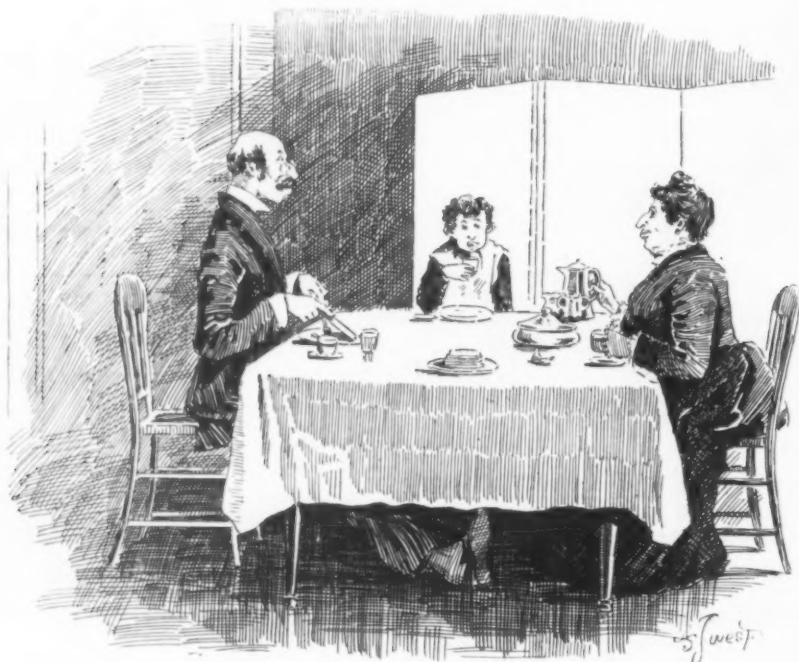
"Can you let me have some money this morning, John?" asked Mrs. Hojack at the breakfast table.

"Why, I gave you \$25 only yesterday," replied her husband.

"Yes, dear, but I bought half a peck of apples."

"You see out there in the street, my son, a simple illustration of a principle in mechanics. The man with that cart pushes it in front of him. Can you guess why? Probably not. I will ask him. Note his answer. (To banana peddler). My good man, why do you push that cart instead of pulling it?" Banana Peddler—"Caus I ain't a hoss."

THE EVENING OF "BARGAIN DAY."—Mr. Grump: "Bless my soul, Maria! what are you going to do with all this trash?" Mrs. Grump: "O, I got it all at a bargain, and you know it will come in handy some day." Mr. Grump: "Some day—yes—but money comes in handy every day!"



NO DAUGHTER OF ISRAEL.

Mrs. Eisenstein: "Issac, I vas dinking ve oughd to lent der Mosenbaums our horse unt vagon to dake deir friends fer a trive mit."

Eisenstein: "Der horse unt vagon! Mein Himmel, Esther, you vant to ruin me? Lent 'em der horse one day, and perbabs der vagon some odder day; but der horse unt vagon all at vun time—Great Iseal! You vas excited, Esther."

When the average man says frankly, "I can't afford it," you will usually find on investigation that it is something his wife wants and not something that he wants himself.

"You should never take anything that doesn't agree with you," the physician told him. "If I'd always followed that rule, Maria," he remarked to his wife, "where would you be?"

Ethel—"Of course, papa, I want to marry him, but you'll have to give me up, poor dear, won't you?" Papa: "Well, my dear, that's true; but then we'll get rid of your young man, too, you know."

Bronson—"No, I don't care for your paper; it's a little too goody-goody for my taste." Editor of the *Christian-Chump*: "Too goody-goody. My dear sir! Did you ever read the advertisements we print?"

Johnny—"Mr. Hankinson, ain't you shaped just like other men?" Mr. Hankinson: "I suppose so, Johnny. Why?" "Papa says you ain't exactly square and Irene says you seem to be always 'round.'"

The young man was a rough diamond, a recent importation from rural districts, and when the carver was ready to serve him he asked: "And now Mr. C—, what part

Mother—"Goodness me! Johnny! Johnny! Why ain't you at school instead of hurrahing around the streets like a wild Indian?"

Johnny (dancing a jig)—"No school to-day."

Mother—"No school? Why?"

Johnny—"Teacher's dead."

An amusing incident occurred recently at Esseg, in Austria. In a play called 'Die Hochzeit von Valein' the heroine has to die, her death being brought about by a villain who shoots her with a pistol. At the critical moment the weapon misfires, but the actor was equal to the emergency and declaimed at once: "Die, then, the first victim of smokeless powder!"

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He also makes the woman.

A GERMAN LESSON IN ENGLISH.—Prof. Goldburgman: "Herr Kannstnicht, you will the declensions give in the sentence, 'I have a gold mine.'" Herr Kannstnicht: "I have a gold mine: thou hast a gold mine; he has a gold mine; we, you, they have a gold mine, yours, or theirs, as the case may be." Prof. Goldburgman: "You right are: up head proceed. Should I what a time, pleasant, have if all Herr Kannstnicht like were."

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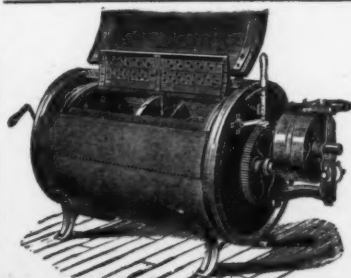
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